



**NATIONAL RAILROAD PASSENGER CORPORATION
NORTHEAST CORRIDOR
BOSTON - NEW YORK
SUMMARY BULLETIN ORDER No. BNY1000-23SUM
Effective 12:01 AM, Monday, January 1, 2024**



Boston – New York Bulletin Order(s) in effect: BNY1000-23SUM

INDEX OF RULE / SI CHANGES OR MODIFICATIONS CONTAINED IN THIS BULLETIN ORDER

The date in an item heading indicates the date of the most recent change to the information contained in that section of the BO “*” indicates that the item was not carried in a previous Bulletin Order “PC” indicates a physical characteristic change. Unless otherwise indicated, modifications in this Bulletin Order are indicated by ~~strike through~~ (deletions) and dotted underline (additions).

If you have any questions or suggestions, contact Operating Practices at operatingpractices@amtrak.com.

NOTE: This index does not relieve employees from reading, understanding and complying with all Bulletin Order items.

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I. Train Schedule Changes and/or Additions

See current BOSNY Employee Train Schedule Bulletin (ETSB.)

A. Public Commuter Rail Schedules in Effect

- MBTA Commuter Rail Lines (All): October 2, 2023
- CDOT Commuter Rail – Shore Line East: December 18, 2023
- CT Rail Hartford Line Commuter Rail Schedules in effect: December 18, 2023

II. Main Line: New Haven to Boston (NHB)

A. PC: No. 1 Track Switches added MP 97.7 and 97.8 11/15/23

Due to the construction of Fitter Interlocking, two switch points have been added to Track 1 at 97.7 and 97.8. The switches will remain spiked and wedged in the normal position.

B. PC: Temporary Construction Crossing MP 228 11/06/23

A temporary construction crossing has been constructed between MP 228, Catenary Pole 140 and MP 228, Catenary Pole 142 on tracks No. 3, 5 and 7 between Cove and Tower 1 for IMCS use.

C. No. 2 Track Switches added MP 97.6 & MP 97.9 10/17/23

Due to the construction of Fitter Interlocking, two switch points have been added to Track 2 at 97.6 and 97.9. The switches will remain spiked and wedged in the normal position.

D. PC: Boston – South Station

1. Track 13 12/05/22

a) Station Platform Out of Service

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors within the out-of-service portion of the station platform.

All trains boarding on Trk No. 13 will be accessible only on the North side of the platform, closest to Trk No. 12. The South side will be out of service as part of the construction zone.

b) Track Fence

Approximately 200 feet of fence has been installed on the Northside platform on Trk No. 13 from the bumping post to the east end of the current bus station. Trains will not be able to board or detrain passengers within this location.

c) AC Electrical Operation

The overhead catenary has been removed in its entirety on Trk No. 13. AC Operations are prohibited until further notice.

E. PC: Attleboro Station - Station Platforms Out of Service - MP 196.9

10/03/22

1. The low-level wooden platforms across Track 2 to access Track 4 at Attleboro Station are out-of-service until further notice.
2. The low-level wooden platforms across Track 1 through Track 3 at Attleboro Station are out-of-service until further notice.

F. PC: Ruggles Street Station - Station Platform Out of Service

10/03/22

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors within the out-of-service portion of the station platform.

Due to construction and repair, the east end of the station platform at Ruggles Street Station (MP 226.5) is out of service on tracks 1 and 3 from the east end of the platform to a point 560 feet west of the east end of the platform.

G. 240-B1. Signal Rules and Current of Traffic

10/02/23

240-B1. Notes are modified.

Note 3: Rule 261, ABS, CSS Rules 550-561, and PTC Rules 580-590 and all ACSES Special Instructions in effect on No. 3 Track between Pine and Orchard.

Note 12: Wye Connector Track between Cove and Broad is governed by Rule 98.

Note 13: Cranston Yard Lead west of Cranston Interlocking is designated Track 6 governed by Rule 98.

H. 37-B1. Passenger Trains and Freight Trains Maximum Speeds and Speed Restrictions, Unless Otherwise Restricted.

04/07/23

37-B1 is modified as follows.

Passenger Train Type "A", "B", "C", & "D" Speeds			
Between/At	Train Type "D"		
	Track Nos.		
	2	1	Other
Forest & MP 226: No. 3 Track	...	...	400 90

I. 34-B1. Train Approach Message System (TAMS)

11/06/23

34-b1 has been modified.

Train Approach Message System (TAMS) is in service at the following stations: Branford, Guilford, Madison, Clinton, Westbrook, Old Saybrook, Mystic, Westerly, Kingston, Pawtucket/Central Falls, ~~South Attleboro~~, Mansfield, Sharon, Canton Jct., Route 128, Readville, Hyde Park, Forest Hills and Ruggles.

J. F-B1: Tunnel/Wall Emergency Exits

06/05/20

1. Emergency Exit 226.04

The emergency exit at MP 226.04 is out-of-service and made inaccessible until further notice.

K. 104-B1. Switches Equipped with Electric Locks

11/15/23

104-B1 has been modified

Locations	Switch	Notes
MP 96.6	No. 1 Trk to Chesebrough Pond Co.	2,3,10,11

L. 501-B1. South Attleboro

11/06/23

501-B1 has been deleted.

~~In the application of Rule 501, westward trains that have received permission to return eastward from South Attleboro may increase speed to greater than Restricted Speed after the entire train has passed a location where a more favorable cab signal was received.~~

III. New York Terminal District (NYT)

A. PC: Tracks Out of Service

1. Harold Interlocking - Tracks out of Service 10/02/23

- a) Eastward Passenger Track / Port Washington No. 2 Track is out of service between a barricade erected 50 feet east of the No. 4164 Switch and signal bridge No. 16.

2. Penn Station - Tracks Out of Service

The tracks listed below are out of service for train movements (except Amtrak work trains and MW equipment) unless authorized by the MW Supervisor (or the Train Dispatcher, when authorized by the MW Supervisor):

a) 1A Track is Out of Service 09/25/17

1A track is out of service from the west end of No. 1A track to a barricade erected 350 feet east.

Note: Trains operating towards Out of Service Tracks

In the application of NORAC Rule 134 a. "Movements in the Direction of the Out-of-Service Track", Dispatchers (or Operators) must not display signals nor give authority for movements in the direction of an out-of-service track until they have verified that the Engineer is aware of the Bulletin Order item.

B. PC: New York Penn Station – Station Platforms Out of Service

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors with the out-of-service portion of the station platform.

1. Station Platform No. 1 06/19/23

A portion of the station platform on No. 1 track at Penn Station is out of service. The out-of-service portion is located between the west end of the station platform to a barricade erected 100 feet east.

2. Station Platform No. 3 – 5 & 6 Tracks 03/28/18

A portion of Platform No. 3 (adjacent to no. 5 & 6 station tracks) is out of service between the west end of the platform and a barricade erected 105 feet east of the west end of platform.

3. Station Platform No. 4 – 7 Track 02/25/19

A 111-foot section of platform No. 4 (adjacent to No. 7 station track) is out of service between platform barricades erected 153 feet and 264 feet east of the west end of the platform.

4. Station Platform No. 4 – 7 & 8 Tracks 04/22/22

A 129-foot section of platform No. 4 (adjacent to Nos. 7 & 8 station track) is out of service between the west end of the platform to a barricade erected 129 feet east of the west end of the platform.

5. Station Platform No. 7 – 14 Track 04/22/22

A 170-foot section of platform No. 7 (adjacent to No. 14 station track) is out of service between the east end of the platform and a construction barricade erected at the easternmost staircase.

C. PC: Q Switching Center 02/24/23

1. Reference

Q Interlocking has been redesignated to Q Switching Center.

2. Signal Redesignation

Interlocking Signal on Eastward Eng. Trk (SIG 76R) governing westward movements from Eastward Eng. Trk toward Line 4 has been redesignated as SIG 60WB.

D. 37-T5. Maximum Speeds-Other Tracks 02/24/23

37-T5 is modified as follows.

Location	Tracks	Restricted Speed not exceeding
Sunnyside Yard	All tracks between R Switching Center and the western limits of Q Int Switching Center, except the North Runner	5 MPH

E. Station Page

03/06/23

The Station Page is revised as follows.

~~Q & Loop Ints~~ Loop Int, T Int, Q Switching Center, and R Switching Center are located in Sunnyside Yard.

F. 36-T3. Diesel And Dual-Mode Engine D-Mode Operation Through North River and East River Tunnels

07/03/23

36-T3 is modified.

1. Crew Responsibilities

Crews operating equipment with diesel or dual-mode engines in D-mode may not operate into tunnels without obtaining the train dispatcher's permission. When notified by the train dispatcher that the tunnel exhaust fans are active, the train must not exceed 15 MPH unless otherwise instructed.

Note: This special instruction does not apply to Diesel Engines dead-in-tow.

2. Dispatcher Responsibilities

Prior to authorizing the movement of diesel or dual-mode equipment in D-mode within the tunnels, absolute block protection must be provided to the front and rear of the train. Once the train clears the tunnel, the dispatcher must notify the designated IMCS employee to activate tunnel fans. Blocking protection within the tunnel must be maintained by the dispatcher until notified the exhaust fans are deactivated. (The fans will run for approximately 5 minutes). If the train must operate through the tunnel while exhaust fans are active, the crew must be notified of this condition and be instructed not to exceed 15 MPH. Blocking devices must be restored upon the train's entry into the tunnel. If other speeds are issued while exhaust fans are active, they must be authorized by movement office management and issued via TSRB addition.

G. 41-T1. CWR Equipment-A And Harold

02/24/23

41-T1 is modified as follows.

Freight trains containing two or more Continuous Welded Rail (CWR) cars coupled to each other must operate No. 11 Trk. through Penn Station; No. 1 Trk between JO & Harold or No. 12 Trk through Penn Station; No. 2 Trk between JO & Harold with no diverging movements at A, JO or F interlockings; and are prohibited on Connecting Trk. between Harold & Q ~~interlockings~~ Switching Center. This restriction applies to CWR cars of foreign railroads & includes Amtrak equipment in car series 15250-15252, and 15260-15316.

H. 47-T1. Tracks Equipped for DC Electrical Operation

06/07/23

47-T1 is modified as follows.

Other Tracks:

- ~~Loop A: between Loop & R.~~
Note: 3rd rail shoes are required to be in the ~~up~~ down position until equipment is clear of the ~~20W signal R Switching Center Loop A westward home signal.~~
- ~~Loop 1: between Loop & T.~~
Note: 3rd rail shoes are required to be in the ~~up~~ down position until equipment is clear of T Interlocking.
- ~~Third rail is installed over route extending between Sub 1 Trk F-Q; Sub 1 and 2 Crossover (Q 67 SW); Q Switching Center 1 Lead and North Runner Q-R to a point 1000 ft. east of hand-operated crossover leading to LIRR Midday Yard.~~

I. 90-T1. Deadheading Employees - Q Interlocking Switching Center**02/24/23***90-T1 is modified as follows.*

To assist employees deadheading from Sunnyside Yard to New York, a high-level platform approximately 12 feet long is in service within Q Interlocking Switching Center at the west end of the Eastward Engine Track (Inbound) beneath Queens Boulevard overhead bridge. Westward New Jersey Transit trains are authorized to make a **brief** stop at this location to pick up employees when they are seen on or about the platform.

J. 98-T4. Q Switching Center**02/24/23***98-T4 is new.*

Movements through Q Switching Center are governed by indications of fixed signals controlled by the Q switching center operator at R switching center. Q Switching Center is not an Interlocking, however Interlocking Rules 600 through 616 and Special Instruction 601-S1 govern operations at Q Switching Center.

K. 104-T1. Normal Position of Switches & Crossovers at Specified Locations**02/24/23***104-T1 is modified as follows.*

Switch location	Connecting	With	Normal Position is for Movement	Notes
Q Int. Switching Center	1 Lead	Wheel Shop	To Engine House Territory	1
Q Int. Switching Center	1 Lead	West Lead of Engine House	To Engine House Territory	1
West of R	Wheel Shop Lead	East Lead of Engine House	To Engine House Territory	...
Hump Track Sunnyside Yard	Hump Track	Eastward Engine Trk	To Eastward Engine Track	...
Note 1: Employees operating on or off the west end of Tracks 36, 37, 38 & 39 upon completion of their movement MUST line switches for movement to Engine House territory.				

L. 104-T3. Sunnyside Yard - Movement Restrictions**02/24/23***104-T3 is modified as follows.*

At most locations in Sunnyside Yard, movement from 2 or more-yard tracks into Q Interlocking Switching Center and R Switching Center is governed by a common signal. To avoid the possibility of conflicting movements, trains operating from Sunnyside Yard to Q or R must obtain verbal permission from the Operator.

M. 116-T1. Operating from Other than the Leading End with Passenger Equipment: New York Penn Station**09/04/23***116-T1 is deleted. The procedure of 116-S1 apply.*

~~In the application of SI 116-S2 within New York Penn Station, a back-up hose or the emergency brake valve must be used by the crew on the leading end of the move when operating from other than the leading end with passenger equipment whether occupied or unoccupied.~~

~~—Prior to beginning the movement, the employee on the leading end must test the back-up hose in accord with AMT-3 Instruction, 2.17.2 or emergency brake valve (other than on a properly pointed Locomotive) by initiating an emergency brake application and the engineer must inform the employee that an emergency application has occurred. (The Note in AMT 3 2.17.3 does not apply.)~~

Note: Train inspection and standing train brake test requirements do not apply when testing the back-up hose or emergency brake valve as required by this Special Instruction. The Engineer is required to make a Running Brake Test as per AMT-3 rule 3.9.8

~~—Exception:~~ Movement may be made without a back-up hose or crew member in position to operate the emergency brake valve when a full baggage car is on the leading end of the movement and/or conditions make it unsafe for the crew member to ride on the side of the leading car. In such a case, the crew member must walk ahead of the train to direct movement.

N. 132-T1. Tracks And Switches Out of Service**03/02/23**

132-T1 is modified as follows.

The tracks and switches listed below are out of service for train movements, except when such movements are personally supervised by an MW Foreman or MW Supervisor, or when movement consists entirely of track cars.

If a remotely controlled switch provides access to an affected track, the Operator or Dispatcher must apply blocking device protection to prevent the accidental routing of trains to that track. If a hand operated switch provides access to an affected track, the last IMCS Department employee to use the switch must spike the switch to prevent its accidental use.

Location	Track/Switch
A-Yard E	Tracks 4E, 5E, 6E.
Harold	Westbound Bypass
Q Int Switching Center	Sub 4 Track; Q Spur between barricades erected 50 feet west of No. 49 crossover in reverse position and a barricade erected 50 feet east of No. 50 turnout in normal position.
	No. 4 Lead
	No. 5 Lead

O. 701-T1. Sunnyside Yard - Radio Transmissions**03/06/23**

701-T1 is modified as follows.

Yard radio frequency 036-036 is to be used by all train and engine movements within Sunnyside Yard, Loop Tracks, and Sub Tracks when communicating with the East end and West end Yardmasters, and the Operators at Q and R ~~Interlocking Stations~~ Switching Centers. Road channel 060-060 in service at F.

Except in an emergency, M/W, C&S and B&B employees must use radio channel 027-027 for all transmissions in Sunnyside Yard. Yardmasters and Operators at Q and R ~~Interlocking Stations~~ Switching Centers are equipped with radio channel 027-027.

Red signs with white lettering are in service at the following locations to indicate the proper radio frequency to be used:

Loop Tracks 1 & 2: East end of car washing machine.

Sub Tracks 1, 2 & 3: West of former F Int Station

IV. Mainline: Harold to CP 216 (NYS)**A. PC: Pelham Bay Interlocking****10/02/23****1. CSX Market Running Track**

A portion of the former CSX Market Running Track including track 5 within Pelham Bay Interlocking is redesignated as the Amtrak MofW Stub End Track.

The end of the Amtrak MofW Stub End Track is designated by a barricade erected 3000 feet west of the 52 switch.

B. PC: New Temporary Construction Road Crossing Located at MP 9.2**10/03/22**

New temporary construction road crossing located at MP 9.2 adjacent to Oak Point Yard (Hellgate Line) is in service. The crossing has been secured with safety cables, preventing unauthorized access to the railroad. The safety cables will remain locked/secured and in place at ALL times.

C. PC: Private Grade Crossing (MP 9.4)**10/03/22**

New MW Construction Private Grade Crossing located at MP 9.4 on Tracks No. 1 and 2 (Hellgate Line) is in service.

D. PC: MP 9.5**09/01/23**

Due to the construction of Leggett Interlocking, two switch points have been added to Track 1 at MP 9.5. The switches will remain spiked and wedged in the normal position.

E. Station Page

05/01/23

The station page is modified as follows.

STATIONS	MP	INT	PS	NOTES
PELHAM BAY R-Section A TD (Movable. Bridge) (Market Running MofW Stub End Trk. CRC CSX)	15.5	X	...	...
Mile Post Distances are measured from New York Penn Station. The Direction from Harold to CP 216 is eastward. Note 1: Equipped with movable point frogs. See SI 80-S1.				

F. 40-H1. Engine And Equipment Restrictions

04/16/23

40-H1 is modified.

Location	Tracks			
	2	1	5	Other
MP 10 & West Limits Pelham Bay MP 12.2 (a)	2	3	5	...
MP 12.2 to West Limits Pelham Bay	4	3	...	...

G. 41-H1. Cars Exceeding 263,000 Pounds

04/16/23

41-H1 is modified.

Providence & Worcester Railroad (P&W) trains containing cars with gross weight not exceeding 286,000 pounds may operate:

- On all tracks between Pelham Bay and CP 216
- No. 2 track between Pelham Bay and MP 12.2

Note: Cars operating on all other segments of the NYS Line are limited to 263,000 pounds, per SI 41-S2.

H. 98-H1. Other Than Main Tracks at Pelham Bay Interlocking

10/02/23

98-H1 is modified

Track No. 5 between a sign posted at MP 11.96 and MP 12.2 Pelham Bay Interlocking, is designated as Other than Main Track.

IMCS Operations: Prior to performing any work, the RWIC must communicate with the "Section A" Dispatcher & South Kearny Yardmaster. (See 714-S1 for Telephone Numbers).

Freight Operations: Prior to occupying Amtrak territory at the sign posted at MP 11.96, Freight Trains must communicate with the "Section A" Dispatcher to receive authority to occupy Amtrak controlled territory. (See 714-S1 for Telephone Numbers).

I. 104-H1. Switches Equipped with Electric Locks

04/19/23

104-H1 is new. Electric switch and pipe connected derail procedures are modified as follows.

The following hand-operated switches are equipped with an electric lock; permission to occupy Main Track, Interlocking or Controlled Siding must be obtained from the Dispatcher before lock is removed from keeper.

Location	Switch	Notes
MP 12.2 "Temp Sw"	Track 2 to CSX Track 5	1, 2, 3
Note 1: To enter sidetrack from Main Track, train must occupy track circuit which extends 50 feet from point of switch, before switch can be opened.		
Note 2: Switch equipped with electric lock and pipe connected derail. Switch lock must be removed first before switch and derail is operated. After movement is completed, derail must be restored to normal position before restoring switch to normal, then insert switch lock at switch.		
Note 3: The following operations must be conducted in the order specified to ensure that the hand switch will lock and unlock properly, and to prevent track circuits from remaining on the Main Line track.		

<u>Operating from Main Line to Siding or Yard:</u> 1. Remove padlock from main line switch machine. 2. Operate main line switch machine to the reverse position to unlock pipe connected derail. 3. Operate pipe connected derail to non-derailing position. 4. Make equipment move over the switch to the yard or siding. Entire move must be clear of derail machine. 5. Operate derail back to normal (derailing) position. 6. Operate main line switch machine back to normal position and replace the padlock.	<u>Operating from Siding or Yard to Main Line:</u> 1. Remove padlock from main line switch machine. 2. Operate main line switch machine to the reverse position to unlock pipe connected derail. 3. Operate pipe connected derail to non-derailing position. 4. Make equipment move over switch to main line track. Entire move must be clear of main line switch. 5. Operate derail back to the normal (derailing) position. 6. Operate main line switch machine back to the normal position and replace the padlock.
<u>Dispatcher Procedures - Authorization to Occupy Main Track:</u> 1. Interlocking Signals governing movement into the block must display Stop. 2. If a signal is cancelled to allow operation of an electrically locked switch, signal time release must be completed before electric lock can be released.	

J. 132-H1. Tracks And Switches Out of Service

05/01/23

132-H1 is new.

The tracks and switches listed below are out of service for train movements, except when such movements are personally supervised by an MW Foreman or MW Supervisor, or when movement consists entirely of track cars.

If a remotely controlled switch provides access to an affected track, the Operator or Dispatcher must apply blocking device protection to prevent the accidental routing of trains to that track. If a hand operated switch provides access to an affected track, the last IMCS Department employee to use the switch must spike the switch to prevent its accidental use.

<u>Location</u>	<u>Track/Switch</u>
MP 15.5	MofW Stub End Track

V. Mainline: Mill River to Springfield (MRS)

A. PC: Construction Crossings at MP 48.8 and MP 60.1

06/26/23

Temporary Construction crossings have been constructed at MP 48.8 on the single main and MP 60.1 on track 1 and track 2 for IMCS use.

B. PC: South End Windsor Locks Yard MP 48.7

06/26/23

1. Switch

South End Windsor Locks Yard Switch at MP 48.7 has been physically removed.

2. Track

A portion of Windsor Locks Yard track has been physically removed between the South End Windsor Locks Switch at MP 48.7 and a point 530 feet south of the switch connecting the Suffield Industrial track. A barricade and RWP derail have been installed before the end of track.

C. PC: Connecticut River Bridge

07/31/23

On the Connecticut River Bridge, the Single Main Track between MP 49.5 and MP 50.2 is relocated 13-feet west.

D. 37-M1. Passenger Trains and Freight Trains Maximum Speeds and Speed Restrictions, Unless Otherwise Restricted **09/09/23**

37-M1 the table is modified. The 30 MPH speed restriction over the Bridge St. Crossing at MP. 48.5 between (4:15 PM to 4:45 PM only) is removed.

PASSENGER TRAIN TYPE "A", "B" SPEEDS				
Between/At	TRAIN TYPE "A & B"			
	Track Nos.			
	Single	No. 1	No. 2	Other
Over Bridge St crossing MP 48.5 (4:15 PM to 4:45 PM only)	30	---	---	---
PASSENGER TRAIN TYPE "C", "D" SPEEDS				
Between/At	TRAIN TYPE "C & D"			
	Track Nos.			
	Single	No. 1	No. 2	Other
Over Bridge St crossing MP 48.5 (4:15 PM to 4:45 PM only)	30	---	---	---
FREIGHT TRAIN TYPE "E" SPEEDS				
Between/At	Tracks			
	Single	No. 1	No. 2	Other
	Single	No. 1	No. 2	Other
Over Bridge St crossing MP 48.5 (4:15 PM to 4:45 PM only)	30	---	---	---

E. 104-M2. Switches Equipped with Electric Locks **06/26/23**

104-M2 is modified.

The following switches are equipped with an electric lock. Permission to remove the padlock from the keeper must be obtained from the Dispatcher.

Location	Track	Switch	Notes
MP 48.7	Single	Facing point to South End Windsor Locks yard	---

F. 277-M1. Highway-Rail Grade Crossing Automatic Horn System (AHS) **03/27/23**

277-M1 is deleted.

VI. Mainline: Dorchester Branch (DB)

A. 240-D1. Signal Rules and Current of Traffic **10/02/23**

240-D1. The following Note is added.

Note 12: Wye Connector Track between Cove and Broad is governed by Rule 98.
--

B. 706-D1. Radio Channels

07/31/23

706-D1 is revised.

Within Southampton Street Yard, the following radio channels must be used:

Movements on Amtrak Runner: Channel ~~092-092~~ 063-063.

Switching operations: Channel 023-023.

DTMF Radio Switch Operation: 063-063

Mechanical Department operations: Channel ~~035-035~~ 042-042.

High Speed Rail Operations 095-095.

VII. Main Lines: Middleboro (MM)

A. 116-O1. ~~Location Of Engineer Shoving and Backing Movements~~

09/04/23

116-O1 is replaced in its entirety.

1. Location of Engineer:

The engineer must operate from the leading end of the movement when equipped with an operating compartment, cab car or properly pointed locomotive while operating on the:

- Dorchester Branch
- Middleboro Main Line
- Within the Southampton Street Yard.

Exception: Engineer may only operate from other than the leading end of the movement with permission from the Train Dispatcher.

VIII. System Instructions

A. Electrical Operating Rules and Instructions AMT-2:

1. 1.0 General Instructions for all Employees

02/07/22

a) 1.4 Class “A” protection

(1) 1.403

AMT-2 1.403 is replaced in its entirety as follows.

A Class "A" employee must ensure another Class "A" employee is transferred the responsibility of oversight before leaving a job site. If a Class A employee cannot be present, the person in charge must be notified, and work in the vicinity of the circuitry or apparatus must cease with all persons and equipment at a safe distance. The Class “A” Employee will obtain all required signatures on a standard clearance form or permit before their departure.

(2) Table 1 – Minimum Approach Distances

The following note has been changed in the Minimum Approach Distances Table on pg. 11.

**18 inches permissible at Steady Spans with Class “A” supervision per AMT-2 ~~4.11~~ 4.126.*

2. 1.8 Use of Approved Barriers

02/07/22

a) 1.804 (Table)

The table in AMT-2 1.804 is modified as follows.

Voltage (V)	Minimum Clearance (inches)	
	Horizontal	Vertical
750 DC	12	6
4-35 1,000-35,000 AC	18	9*
>35-138 35,000-138,000 AC	72	72
*Barriers of timber construction require 12". Clearance to grounded steel is 9".		

(1) 1.810

AMT-2 1.810 is modified as follows.

Prior to use, barriers must be inspected and approved by the ~~Deputy Chief Engineer~~ Assistant Division Engineer – ET or his representative to ensure they meet the submitted design criteria and are sufficient to provide protection.

3. 1.9 Generators

02/07/22

a) Table 3 - Telephone Numbers

Table 3 “Telephone Numbers” on pg. 18 is modified as follows.

METRO NORTH RAILROAD		
Power Director – MNRR Mill River MP 72.9 to CP 216 MP 48.9 18.7.		(212) 340 – 2100
NEW YORK DISPATCHING OFFICE		
Power Director – Zone 1	521 – 7684	(212) 630 – 7684
Shell MP 18.9 CP 216 MP 18.7 to Bergen MP 3.3 3.2	521 – 7685	(212) 630 – 7685
Emergency Only Power Director – Zone 1	521 - 7911	(212) 630 – 7911
Power Director – Zone 2/3	521 – 7680	(212) 630 – 7680
Bergen MP 3.3 3.2 to Holmes MP 76	521 – 7681	(212) 630 – 7681
Asst. Chief Dispatcher	521 – 7465	(212) 630 – 7465

Table 1 - TELEPHONE NUMBERS*

*While Mileposts in the above table are accurate, location names represent the nearest railroad characteristic.

4. 2.0 Rules and Instructions Pertaining to Transportation Personnel.

a) 2.104

05/30/22

AMT-2 2.104 is modified as follows.

Dead Sections (DS) are installed in overhead catenary wires at certain locations specified in Table 5. DS signs designate the limits of these sections. (See Figure 13).

All electric equipment approaching a DS will be governed by the following: Place Throttle/Controller in OFF or COAST and open the Main Circuit Breaker (MCB), if equipped, keeping it in that position until the DS is passed.



Figure 13 – DEAD SECTION SIGN

b) 2.4 Catenary ~~or Third Rail~~ Power Outages

02/07/22

AMT-2 2.4 title is modified as follows.

(1) 2.401

AMT-2 2.401 is modified as follows.

When a catenary ~~or third rail~~ power outage occurs, the Power Director shall notify the Train Dispatcher or Employee having jurisdiction over track(s) of the power outage limits and affected tracks.

5. 2.6 Inspecting for Catenary ~~or Third Rail~~ Damage

02/07/22

AMT-2 2.6 title is modified as follows.

a) 2.601

AMT-2 2.601 & Table 8 “Catenary Inspections” is modified as follows.

When a catenary infrastructure inspection is required, the Train Dispatcher must not permit trains to enter the affected area without receiving instructions to inspect for damage at the speeds shown in Table 8.

Reason for Inspection	Track(s) Inspection Required	Inspection Speed*
AC or DC power outage with unknown cause, power restored on the first attempt	Affected Track(s)	Normal Speed
AC power outage with unknown cause, power <u>not</u> restored on the first attempt	All Tracks through the affected area	30 MPH Prepared to drop pantograph
DC power outage with unknown cause, power <u>not</u> restored on the first attempt	All Tracks through the affected area	Restricted Speed
Train reported with carbon strip damage	Tracks used by engine since last pantograph inspection	Normal Speed
Train reported with damage other than carbon strip damage	All tracks 5 miles to rear of train	30 MPH Prepared to drop pantograph
* Power Directors may direct Train Dispatchers or Operators to inspect at slower speeds, if necessary, to ensure thorough inspection.		

Table 8 - CATENARY OR THIRD RAIL INSPECTIONS

b) 2.603

AMT-2 2.603 is replaced in its entirety.

When instructed to inspect for third rail damage, trains must:

- (1) Inspect the third rail infrastructure for defects on the track they are operating (or an adjacent track if so instructed) within the limits specified.
- (2) Report the results of their inspection to the Train Dispatcher or Operator when clear of the specified limits.

c) 2.604

AMT-2 2.604 is replaced in its entirety.

Results of infrastructure inspections must be relayed to the Power Director by the Train Dispatcher.

d) 2.605

AMT-2 2.605 is replaced in its entirety.

Power Directors may waive the requirement for trains to inspect the catenary or third rail if a Class “A” Employee has performed a visual inspection of the affected area from the right of way.

e) 2.606

AMT-2 2.606 is new.

Infrastructure inspections directed by the Train Dispatcher are to remain in effect until a train has performed a complete inspection and either the cause of the power outage has been determined or the train reported “no exceptions taken” on the affected track(s). The Train Dispatcher/Power Director may require additional inspections depending on the circumstances of the outage.

f) 2.904

04/18/22

AMT-2 2.904. G. is new.

When an AC or DC plate order is in effect, the controller (employee specified by Timetable) must not authorize any movement of equipment into the protected area unless it has been verbally confirmed that the consist does not have any raised pantographs or 3rd rail shoes in contact with the 3rd rail.

a) 3.1 Electric Engine

(1) 3.105

AMT-2 3.105 is replaced as follows.

Repair work on or near main power circuits on electric engines or MU cars must not be performed under energized (LIVE) wire until pantographs have been lowered, grounding switches have been closed, and standard tags have been applied by the Class "A" or "B" Employee in charge. Other Employees performing this work must obtain permission from a Class "A" or "B" Employee before starting work and must advise the Class "A" or "B" Employee when work is completed. Mechanical warning tags must be removed by the Class "B" Employee who applied them. Grounding switches must not be opened until tags are removed and it is known that all persons are clear of main power circuits.

(Do Not Operate Tags (NEC-105) must be removed according to these instructions.)

7. 4.0 Rules and Instructions Pertaining to Electric Traction Activities

a) 4.102

AMT-2 4.102 is modified as follows.

While on duty, qualified Class "A" Employees must have in their possession a copy of all applicable schematics or prints of the work zone, the Electrical Operating Rules and Instructions (AMT-2), Standard Operating Instructions (SOI), and RWP manual.

b) 4.105

AMT-2 4.105 is modified as follows.

The Person in Charge will ensure a documented "ET Job Briefing" (NRPC 3044ET) is conducted. When working on or near tracks, with or without equipment, an "On Track Briefing" is required in addition to an "ET Job Briefing". When the work requires working at heights, an "ET Fall Protection Job Briefing" must be conducted using (NRPC 3416ETFP 3418).

c) 4.107

AMT-2 4.107, B, and K are modified as follows.

B. Perform or direct switching and tag application as directed by the Power Director to ensure the work site is de-energized.

K. Perform or direct switching and tag removal as directed by the Power Director.

d) 4.116

AMT-2 4.116 is modified as follows.

Employees must identify themselves when calling the Power Director. ~~State your full name and position.~~

e) 4.117

AMT-2 4.117 is replaced as follows.

Any electrical equipment found to be not operating as intended or available for service must be reported to the Power Director, tagged out of service, and tracked for repair.

f) 4.121

AMT-2 4.121 is modified as follows.

Apply and remove temporary protective grounds only when authorized to do so by Class "A" Employee who obtained the clearance.

g) 4.123

AMT-2 4.123 is modified as follows.

Do Not Operate Tags (NEC-105) must be filled out completely and accurately including information detailing the reason for placing the equipment out of service. Before removing or directing the removal of Do Not Operate Tags (NEC-105), make a thorough check to ensure that all personnel, equipment, and tools are in the clear of the circuits involved and have received proper notification that grounds have been

removed. Do Not Operate tags must not be removed from the switches without the authority of the Person in Charge or the Power Director.

h) 4.124

AMT-2 4.124 is modified as follows.

All Do Not Operate Tags (NEC-105), which have been used as outlined in the foregoing, will be forwarded to the Assistant Division Engineer – ET.

8. 4.2 Rubber Gloves and Rubber Mats

02/07/22

a) 4.210

AMT-2 4.210 is modified as follows.

Do not use rubber gloves beyond ~~90 days~~ 6 months of the date they were last tested.

9. 4.3 Grounding

02/07/22

a) 4.314

AMT-2 4.314 is modified as follows.

All work must be performed between temporary protective grounds unless the employee is working on an insulator between a grounded structure and a circuit. When working on a section insulator or other in-span insulator, only one temporary protective ground on either side of the insulator is necessary.

10. 4.5 Catenary Work

02/07/22

a) 4.505

AMT-2 4.505 is modified as follows.

When renewing catenary wire on a curve, ~~tie secure~~ new wire to old wire at each hanger location to prevent wire from fouling train on adjacent track.

11. 8.0 Rules and Instructions Pertaining to Power Directors and Load Dispatchers

02/07/22

a) 8.105

AMT-2 8.105 is modified as follows.

The Power Director and Load Dispatcher must identify themselves when answering the phone and radio. ~~State your full name and operating zone assigned.~~

b) 8.106

AMT-2 8.106 is new.

All work-related matters, conducted by Power Directors and Load Dispatchers, will be conducted on a recorded line using three-part communication when required.

12. 9.0 Glossary

02/07/22

a) Contractor

The definition for Contractor in AMT-2 is replaced as follows.

Contractor: Personnel working on or near Amtrak property that are not qualified AMT-2 Class A, B, or C.

B. Air Brake, Equipment and Train Handling Rules and Instructions AMT-3: Changes, Additions

1. 2.0 Operations

a) 2.14 Train Make Up – Securing Equipment

08/07/23

The following is added to AMT-3 Instruction 2.14 “Train Make Up – Securing Equipment.”

Equipment to be Secured	On All Tracks
One car	1. Apply hand/parking brake. NOTE: If on a grade and the locomotive is on the downhill side of the car, stretch the slack; if the locomotive is on the uphill side of the car, bunch the slack. 2. Release air brakes on car only. 3. Wait one minute. 4. If car does not move, hand/parking brake is effective. 5. Apply air brakes. 6. For a single car, chock both sides of one truck or one wheel. 7. If hand/parking brake is not effective, chock both sides of one additional truck or wheel. Repeat steps 2-5. 8. If car does not move, chocks are effective.
Two or more cars	1. Apply hand/parking brakes on at least two cars. NOTE: If on a grade and the locomotive is on the downhill side of the cars, stretch the slack; if the locomotive is on the uphill side of the cars, bunch the slack. 2. Release air brakes on cars only. 3. Wait one minute. 4. If cars do not move, hand/parking brakes are effective. 5. Apply air brakes. 6. If hand/parking brakes are not effective, apply more hand/parking brakes on cars. Repeat steps 2-5. 7. If hand/parking brakes are not effective or cannot be tested, chock both sides of one truck or one wheel. Repeat steps 2-5. 8. If cars do not move, chocks are effective.
	On All Tracks
Locomotives (Single Or Multiple)	1. Apply all hand/parking brakes on all locomotives. 2. Fully release the automatic and independent brake, if equipped. Release parking brake on Cab Cars. 3. Wait one minute. 4. If locomotive(s) do not move, the hand/parking brakes are effective; proceed to Step 6. 5. If the hand/parking brake is not effective, chock both sides of one truck or one wheel. Repeat steps 2-4. 6. For a single locomotive, chock both sides of one truck or one wheel. 7. Secure the locomotive consist. a. Make a "Full Service" brake application with the ABV handle. b. Place the independent brake in the "Full Application" position, if equipped. c. Place the throttle / controller in "IDLE" or "OFF" position. d. Place reverser in "NEUTRAL" position and remove, if removable, and place the reverser in the fusee holder, if equipped. e. Place generator field switch/breaker in the "OFF" or "DOWN" position, if equipped. f. Place the isolation switch in the "ISOLATE" position, if equipped. NOTE: GE P-32BWH, P-40BH, and P-42BH locomotives will be considered isolated when unit is providing "STANDBY HEP".
Locomotives with Cars (Coupled Together)	1. Apply all hand/parking brakes on all locomotives. 2. No less than a total of two hand/parking brakes must be applied (Locomotives + cars = total hand/parking brakes). 3. Fully release the automatic and independent brake, if equipped. Release parking brake on Cab Cars. 4. Wait one minute. 5. If equipment does not move, the hand/parking brakes are effective; proceed to Step 8. 6. If equipment moves, apply the automatic and independent brake, then apply more hand/parking brakes as needed. Repeat steps 3-5. 7. If equipment moves after all hand/parking brakes are applied, apply chocks to one wheel or one truck and to additional wheels as necessary; if equipment does not move proceed to Step 8. 8. Secure the locomotive consist. a. Make a "Full Service" brake application with the ABV handle. b. Place the independent brake in the "Full Application" position, if equipped. c. Place the throttle / controller in "IDLE" or "OFF" position.

Equipment to be Secured	On All Tracks
	d. Place the reverser in "NEUTRAL" position and remove, if removable, and place the reverser in the fusee holder, if equipped. e. Place the generator field switch/breaker in the "OFF" or "DOWN" position, if equipped. f. Place the isolation switch in the "ISOLATE" position, if equipped. NOTE: GE P-32BWH, P-40BH, and P-42BH locomotives will be considered isolated when unit is providing "STANDBY HEP".

b) 2.15.14 Dynamic Braking

11/21/22

A note is added to the end of AMT-3 2.15.14

NOTE: Dynamic Braking must never be solely relied upon to bring a train to a stop.

NOTE: The term "Regenerative Braking" is synonymous with "Dynamic Braking" in the application of AMT-3 instructions.

c) 2.16.4 Slowing or Stopping Using Dynamic Brake

11/21/22

A note is added to the end of AMT-3 2.16.4

NOTE: Dynamic Braking must never be solely relied upon to bring a train to a stop.

NOTE: The term "Regenerative Braking" is synonymous with "Dynamic Braking" in the application of AMT-3 instructions.

d) 2.19.7 Non-Revenue Movement of Passenger Equipment with Power Brake Defects for Repair

12/04/23

The following instruction is new.

- (1) Passenger equipment containing a power brake defect at the time that a Class I or IA brake test is performed may only be moved after all of the following instructions are complied with:
 - (a) The equipment is moved for purposes of repair without passengers.
 - (b) Operating restrictions based on percent operative power brakes in a train are observed:
 - i. Trains with 84% to 75% operative brakes must comply with QMP instructions but must not exceed one-half the maximum timetable speed or 40 mph, whichever is less.
 - ii. Trains with 74% to 50% operative brakes must comply with QMP instructions but must not exceed one-half the maximum timetable speed or 20 mph, whichever is less.
- (2) Operating restrictions on passenger trains with inoperative power brakes on the front or rear unit are observed:
 - (a) Speed must not exceed 20 mph.
 - (b) When the hand/parking brake is located inside the equipment, proceed with the hand/parking brake manned.

NOTE: Only when necessary equipment with inoperative brakes may be positioned on the front or rear of the train.
- (3) The passenger equipment is tagged on both sides, and information is recorded in the Amtrak WMS tracking system. The following information is recorded on the tags and in WMS:
 - (a) The reporting mark and car or locomotive number;
 - (b) The name of the inspecting railroad;
 - (c) The name of the inspector;
 - (d) The inspection location and date;
 - (e) The nature of each defect;
 - (f) The destination of the equipment where it will be repaired; and
 - (g) The signature, if possible, and the job title of the person reporting the defective condition.

2. 3.0 Equipment Inspections / Brake Tests Section

- a) **3.5.1 A Locomotive Consist Air Brake Test is required when a locomotive consist changes.** 06/05/23

The following is added to AMT-3 3.5.1 as paragraph C.

Prior to departure, Over-the-road lite and multiple lite locomotive movements must be tested per Locomotive Calendar Day Air Brake Test (Instruction 3.3) from the controlling locomotive and must have a completed MAP 100 and MAP 1173/10C Summary, with the “Lite Loco Move” box checked.

- b) **3.6 Locomotives – Standing Locomotive Brake Test** 05/02/22

The following is modified in AMT-3. 3.6.2.

3.6.2 Follow the steps in the table below to perform a Standing Locomotive Brake Test.

Standing Locomotive Brake Test	
Step	Action
Automatic Brake Test	
15	Upon initial movement, perform a Locomotive Running Brake Test (Instruction 2.6 3.7).

- c) **3.9 Train Brake Tests & Mechanical Inspection** 05/02/22

The following is modified in AMT-3. 3.9.1 & 3.9.3.

3.9.1 Passenger Train Class I Brake Test / HST Departure Test

A. Class I Brake Test Requirements

3. When Class I brake test has expired proceed per instruction ~~2.19.3E~~ 2.19.2E.

3.9.3 Passenger Train Class IA Brake Test

A. Class IA Brake Test Requirements

4. When equipment will be moved between the maintenance facility and originating passenger terminal without a MAP 1173/10C Summary per Definition "Passenger Equipment" and instruction ~~3.9.4D~~ 3.8.4D.

3. 4.0 Train Control Systems Section

- a) **4.2 Automatic Train Control System (ATC)** 05/02/22

The following is modified in AMT-3. 4.2.3. A. 14.

(1) 4.2.3 ATC (Cab Signal) Departure Test

A. ATC (Cab Signal) Daily Departure Test

14. When the least restrictive aspect (“CLEAR” on 4 ADU; “CLEAR 150” or “CLEAR 160” on 9 ADU and ~~Intelligent~~ ADU) is displayed, cab signal audible alarm will sound, and a penalty application will occur.

The following is modified in AMT-3. 4.2.3. B. 4.

B. ATC (Cab Signal) Daily Departure Test will be considered as failed when any of the following conditions/faults are discovered during the test:

4. Test overspeed condition at “Clear 150” or “CLEAR 160” on 9 ADU and ADU ~~Aspect/Intelligent Display Unit~~ does not initiate a penalty application of the brakes within 8 seconds.

4. 5.0 Tables and Forms Section

- a) **MS 2.0 Passenger Car Tread Brake Unit Slack Adjuster Inspection Procedure** 05/02/22

The following is modified in AMT-3. MS2.3

- (1) MS 2.3 Secure equipment per instruction ~~3.5~~ 2.14 before going under or fouling car and then release the handbrake. Ensure brakes are released.

b) MS 6.2 Periodic Brake Maintenance Requirements for Equipment in Freight or Non-Passenger Service

07/04/22

The following is modified in AMT-3. MS6.2

(2) MS 6.2.1. D. 2. Secure Equipment per Instruction ~~3-5 2.14.~~

C. A-S4. Books In Effect

01/01/24

SI A-S4 is revised as follows. Operating Practices will only issue the electronic versions of manuals. It will be the responsibility of each department/company to distribute and ensure their employees have the required documents in advance of the effective date.

- 3) NORAC Operating Rules, ~~Eleventh Twelfth~~ Edition, effective ~~January 1, 2024.~~ (Applies to all employees)
- 4) Electrical Operating Instructions (AMT-2), revised and reissued February 1, 2021 ~~April 3, 2023.~~ (Applies to all employees who work in Amtrak electrified territory).
- e) ~~Mechanical Department Blue Signal Rules, effective March 6, 2023. (Applies to all Mechanical Department employees and contractors.~~
- 6) Special Instructions Governing Operation of Signals and Interlockings (AMT-4), effective August 3, 1980, revised and reissued ~~June 1, 2004 December 11, 2023.~~ (Applies to Amtrak Dispatchers and Operators)

D. 2. Amtrak Employees

10/02/23

SI C-S2 is modified.

1. Operating Rules

~~In the application of NORAC Rule C, all Amtrak employees taking an Operating Rules examination must obtain a score of at least 88% to pass.~~

~~The 30-day grace period specified in Rule C does not apply to Train Movement or Train & Engine service employees. Employees of these crafts may not perform service until they pass the annual examination.~~

2. Signal Exams

~~In accordance with Amtrak training policies, Train & Engine service, and IMCS NORAC Class A employees, must successfully complete an annual signal examination and may not perform service, or work under NORAC Class A qualifications, until a passing score of 100% is obtained.~~

3. Blocking Exams

~~In accordance with Amtrak training policies, Train Movement employees must successfully complete an annual blocking device protection examination and may not perform service until a passing score of 100% is obtained.~~

~~**Exception: NYT Line** – As part of the qualification requirements to perform service as a Block Operator at Q or R Switching Centers rule C-S2 “Blocking Exams” applies. Block operators working at TOC, Pelham Bay, and PBO do not need to meet the requirements in C-S2 “Blocking Exams.”~~

E. T-S2. ASSIGNMENTS

03/27/23

SI T-S2 is new.

Employees must not absent themselves from duty or leave their assigned work location prior to the end of their shift assignment, unless:

- Physically relieved by another employee, assigned or scheduled to replace them.
- Granted permission or otherwise excused by their supervisor.

F. 1-S2. Bulletin Orders, Notices & General Orders

05/01/23

1-S2 is modified.

Summary & ~~Non-Summary~~ Supplemental Bulletin Orders:

Bulletin Orders are numbered consecutively according to the current edition of the NEC timetable and prefixed according to the operating territories listed in the table below. For example, a Boston-New York Summary Bulletin Order would be titled BNY5-xxSUM, and a New York - Washington ~~non-Summary~~ Supplemental Bulletin Order would be titled NYW5-xx, etc.

1. Summary Bulletin Orders: The Bulletin Order issued on the first Monday of each month will be a Summary Bulletin Order. Summary Bulletin Orders will contain all current information, and their numbers will be suffixed by the letters “SUM.” Summary Bulletin Orders will remain in effect until the next month’s Summary Bulletin Order is issued.

Employees must retain a copy of the current Summary Bulletin Order, and all Supplemental Bulletin Orders currently in effect.

Employees must carry Supplemental Bulletin Orders for the Lines on which they are subject to performing service. The table below shows the Lines covered by each Bulletin Order:

Bulletin Order	Applies to Crews Working Between	Lines Governed
Boston – New York (BNY)	Boston and New York	NHB, NYT, NYS, MRS, DB, MM
Empire (EMP)	Albany and New York or Boston	HUD, NYT, PRB, NGB, NHB: Cove-Boston (South Station) only.
New York-Washington (NYW)	New York and Washington	NYP, NYT, NYS, HUD: “A” to “CP 12” only, PW, LLC, WT, PH, MV

Information pertaining to NYT, NYS, and certain portions of the HUD and NHB Lines is published in multiple Bulletin Orders and Notices to minimize the number of documents crews working in certain territories are required to carry.

2. Supplemental Bulletin Orders: Supplemental Bulletin Orders will be issued when required. They will contain information that is supplemental to the current Summary Bulletin Order. The following applies to Supplemental Bulletin Orders.

- a) Employees must carry Supplemental Bulletin Orders for the lines on which they are subject to perform service.
- b) The Line(s) affected by the information in the Supplemental Bulletin Order will be indicated at the top of the document.
- c) The number of any Supplemental Bulletin Order in effect and the Lines affected will be listed at the top of the current TSRB. Examples for each dispatching office include:
 - (1) Boston Dispatching Office: BNY6-xx-a (NHB Line).
 - (2) New York Dispatching Office: EMP6-xx-a (HUD Line), NYW6-xx-a (NYP Line), NYW6-xx-b (NYT Line).
 - (3) Wilmington Dispatching Office: NYW6-xx-a (PH Line).

G. 1-S7. IMCS & Capital Delivery Bulletins

09/04/23

SI 1-S7 is modified.

IMCS & Capital Delivery Bulletins will be issued as needed by the Director of Operating Practices and will contain information related to rules, procedures and other instructions to the Roadway Worker Protection (RWP), Electrical Operating Rules & Instructions (AMT-2), Special Instructions Governing Construction and Maintenance of Signals and Interlockings (AMT-23), Instructions for Testing Signal Apparatus and Signal Systems (AMT-27), and MW 1000 manuals. Bulletins are numbered consecutively according to the current calendar year and will remain in effect until superseded by the next IMCS & Capital Delivery Bulletin.

IMCS & Capital Delivery employees and Conductor Flags must read and understand all additions or changes to the manuals on which they are qualified for and must have them readily available for inspection or review upon request.

~~The current IMCS Bulletin in effect will be listed in the NEC Bulletin Order under “Publications in effect when this BO was composed.”~~

Posting Locations and Job Briefings: The IMCS & Capital Delivery Bulletin must be posted at IMCS & Capital Delivery crew bases and other locations where IMCS & Capital Delivery employees and Conductor Flags are required to report. Before beginning a tour of duty each IMCS & Capital Delivery employee and Conductor Flags must be familiar with the contents of all such bulletins and must cover all information during the job safety briefing.

H. R-S1. Employee Physical Examinations

12/04/23

SI R-S1 is replaced in its entirety.

In order to remain qualified for work, employees in the following positions are required to pass a regular periodic, and when required, a special periodic physical examination:

- Train Service Engineers, Mechanical Facility Engineers, Passenger Conductors, Assistant Passenger Conductors, Conductors, Assistant Chief Dispatchers, Dispatchers, Yardmasters, Load Dispatchers, Power Directors, Block Operators, Employees who operate self-propelled on track vehicles and others as may be directed by their immediate supervisors.

1. Regular Periodic Physical Examinations

Regular Periodic Physical Examinations are required every 3 years.

2. Special Periodic Physical Examinations

Special Periodic Physical Examinations must be completed as deemed necessary in the judgment of Amtrak Medical Services, as directed when returning from furlough, illness, accident or injury, and at other times as directed. This includes employees who have specific medical conditions which may require more frequent monitoring.

Employees are personally responsible for contacting Medical Services and ensuring their periodic examination is scheduled no later than 30 days prior to expiration of certification. Amtrak contracts with a third-party administrator Acuity for physical exam scheduling. Amtrak Medical Services will place the request for the periodic examination with Acuity then Acuity contacts the employee to schedule the examination. Once the exam is ordered, employees may contact Acuity directly at 877-253-9600 to schedule. Employees are also responsible for ensuring that the physical examination appointment does not result in an Hours-of-Service violation under the commingled service provision of the Hours-of-Service Act (appointment must be separated from covered service by a statutory off duty period).

Regular periodic physical examinations must be completed no later than the last day of an employee's birth month. Employees are expected to initiate the request for certification examination 90 days prior to the certification expiration and ensure the appointment is scheduled no later than 30 days before expiration. If the employee is not currently in compliance with this requirement, or cannot meet this requirement in the future, the employee must notify Amtrak Medical Services at 215-349-2389 or at medicalservices@amtrak.com of the employee's inability to comply prior to the last day of the employee's birth month and may be given a one-time extension of no more than 30 days.

If an employee does not pass the regular or special periodic physical examination, the employee will no longer be medically qualified to work. Return to service is dependent upon elimination or correction of any medical issue(s) and/or timely response to any request for follow-up information from Amtrak Medical Services. Employees who fail to respond to such requests within the prescribed timeframe, or who fail to meet the periodic physical examination requirements, will no longer be medically qualified to perform service.

Employees who have previously failed a color vision screen and had a color vision field test do not need to wait until their examination in order to request a color vision field test for certification.

Employees will be screened for obstructive sleep apnea during the periodic examination. Amtrak Medical Services will determine whether the employee should be referred for diagnostic sleep testing and will refer those employees to Precision Sleep Solutions (PSS). PSS will contact the employee to arrange for a home sleep test and will communicate the results directly to the employee. Employees who are diagnosed with obstructive sleep apnea (OSA) and who need positive airway pressure (PAP) for treatment will be able to obtain the PAP equipment from PSS under the agreement health plan (Management health plan does not allow this so management employees are expected to obtain this through their health plan). Employees on PAP therapy, whether through PSS or through their own doctor, will have compliance checked on a quarterly basis. Employees with OSA who are not on PAP therapy will be contacted by Medical Services in order to fulfill their compliance requirements at a frequency determined by Medical Services.

All employees must immediately report any medical restrictions, new medical diagnoses, and/or medications which may affect performance by sending a Doctor's note to Amtrak Medical Services at 215-349-2389 or at medicalservices@amtrak.com

I. 16-S1. Blue Signal Protection: T&E Employees

12/04/23

16-S1 is deleted. NORAC rule 16. A. 2. Applies. Employees are prohibited from operating any mechanical, pneumatic or electrical apparatus that could affect movement unless authorized by the employee in charge of the workmen.

~~Train and Engine Service employees are prohibited from operating any mechanical, pneumatic, or electrical apparatus on equipment that has blue signal protection, unless specifically authorized by the person in charge of the workmen. Such authority must not be accepted unless the person giving it has clearly identified himself as the person in charge of the workmen.~~

J. *20-S2. Engine Bell Approaching Passenger Stations

01/01/24

This instruction is removed from the Amtrak Special Instructions and now incorporated into the NORAC 12th edition, effective January 1, 2024.

~~The bell of equipped trains must be sounded when approaching and moving through a passenger station platform adjacent to the track.~~

K. S9. SC-44 Charger Locomotives

07/03/23

SI 34-S9 3. A. is modified.

1. ALC-42 Siemens Charger (300-374) Operating Restrictions

The following restrictions apply to operation of ALC-42 locomotives (300-374) until further notice

a) ALC-42 locomotives must not operate in the leading position in:

- ~~ATC territory where the system is required, account system not certified for operation,~~
- ACSES territory where the system is required, account system not certified for operation,
OR
- ITCS territory where the system is required, account locomotive not equipped with ITCS.

L. 34-A1. Station Stop Markers for Acela Express Trains

10/02/23

34-A1 The table has been modified to include New York Penn Station.

Station	Track(s)	Movement Direction(s)	Notes
New York (Penn Station)	7,8,9,10,11,12,13,14,15,16	Eastward & Westward	

M. 35-S4. Freight Train Car Limit

05/01/23

SI 35-S4 is modified.

1. Freight trains must not exceed 135 cars, with the following exceptions:

- a) Trains operating between New York to Hoffmans (HUD) must not exceed 11,300 feet.
- b) Trains which are not equipped with operating telemetry devices and are operating without a caboose on the rear must not exceed 50 cars.
- c) Trains consisting entirely of empty hopper cars, must not exceed 150 cars. (See SI 35-P1)
- d) Trains consisting entirely of empty Jenny type hopper cars, must not exceed 180 cars.
- e) Trains consisting entirely of TPIX (Tropicana) cars, must not exceed 65 cars.
- f) Mineral Trains operated between Charles and Fulton (PW) must not exceed 10,600 tons and are limited to 80 cars.

2. Table of Recommended Required Train Length – Cold Weather

When the ambient temperature is ~~34~~ 19°F or less, train lengths are indicated below. Distributed power operations should take these lengths into account as distance from nearest air source.

TRAINS WITH HEAD END BRAKE PIPE SUPPLY ONLY	
Ambient Temp. °F	Feet
32° to 34°	<u>10,000 feet</u>
29° to 31°	<u>9,250 feet</u>
26° to 28°	<u>8,750 feet</u>
20° to 25°	<u>8,000 feet</u>
15° to 19°	<u>7,500 feet</u>
10° to 14°	<u>7,000 feet</u>
5° to 9°	<u>6,500 feet</u>
0° to 4°	<u>6,000 feet</u>

-1° to -5°	5,500 feet
-6° to -10°	5,000 feet
-11° to -15°	4,500 feet
-16° to -25°	4,000 feet

N. 37-S4. Special Maximum Speeds

05/01/23

37-S4 is revised as follows.

EQUIPMENT	MPH
Mineral Freight Trains..... (See Special Instruction 35-S5)	30
(HUD Line)	
Mineral Freight Trains between CP145 and CP146	30
(NHB Line)	
"Providence & Worcester" Mineral freight Trains between New Haven and Boston.....	40
(PH Line)	
Mineral Freight Trains Eastward between Wynnewood and Overbrook.....	20
Note: When handling such trains, conductor must know that the engineer has been so advised.	

O. *37-S5. Engines & Equipment: Maximum Speeds, Unless Otherwise Restricted; Dimensions

01/01/24

SI 37-S5 is modified.

1. Engines

Engine No.	Bldr. Model	Speed MPH			Equip. Dimen	Train Type	Notes at End of Table
		Lite	Mltip. Lite	With Train			
*300-374 424	ALC-42	50	50	125	1	B	...
9750 – 9757	HHP-8C	50	50	125	1	B	...
NS/PRR							
6550—6700	SD60	30	50	70	5	E	B, C, K
6702—6716	SD60	30	50	70	5	E	B, K
6717—6762	SD60I	30	50	70	5	E	B, K
6763—6806	SD60M	30	50	70	5	E	B, K 6807— 6815
6807—6815	SD60M	30	50	70	5	E	B, C, K
4650—4661 6649 - 6661	GP59E	30	50	70	5	E	B
4662—4699 6662 - 6699	GP59ECO	30	50	70	5	E	B
4770—4799 6700 - 6799	GP33ECO	30	50	70	5	E	B, C

4650 – 4799	AC44C6M	30	50	70	5	E	B,K
1225 – 1234	SD70IAC	30	50	70	5	E	B,K
1250-1251	SD70ICC	30	50	70	5	E	B,K

2. Cars

AMTRAK FREIGHT AND MW EQUIPMENT	Spd	Train Type	Equip Dim
MHC-60 Conveyor Hopper: A14702, A14703, A14708, A14709, A14712, A14714, A14716 A14721 A14701 - A14782	50	E	2

P. 37-S10. Movement Authorization for Equipment Not Listed in 37-S5

06/05/23

SI 37-S10 is new.

A “Clearance for Movement of Equipment” (NRPC #3542) form must be issued by the Amtrak Clearance Department to authorize the movement of any on-track equipment not listed in SI 37-S5, before operating on Amtrak Controlled Territory.

Method of Contact for Clearance Dept: Email: Clearance@amtrak.com

Dispatcher:

Before authorizing movement, the Dispatcher must conduct a job briefing with the crew and confirm that all information contained on the Clearance for Movement of Equipment form is accurate and complete.

Q. 41-S10. TLM, Undercutters, Power Cars

08/07/23

SI 41-S10 is modified.

Amtrak TLM No. 25001, Undercutters Nos. N14901, A14907, & A14910 Power Cars No. N14801 and Spike Puller No. 15999 must not exceed 25 MPH.

Due to potential clearance problems on the WT, PW, NYP, PH, NYS, HUD, NYT & NYP Lines, this equipment must not be operated on main tracks or running tracks in these territories until the Conductor and Engineer have received written notification of any routing restrictions.

R. 47-S2. Tracks Equipped for AC Electrical Operation

11/06/23

47-S2 is modified.

Employees, when qualifying on the physical characteristics of the railroad, must familiarize themselves with the location of all electrified tracks. Amtrak main tracks are equipped for AC electrical operation, **EXCEPT: Hudson Line** —Track 1 north of MP 1.1 and Track 2 north of MP 1, Post Rd Branch. **PW Line** – Track 1 Carroll and Landover.

S. 98-S2. Double-Checking Switches and Derails

05/01/23

SI 98-S2 is modified.

When radio communication is used in connection with switching operations or with ~~during~~ the shoving, backing, or pushing of a train, engine, or other On-Track Equipment:

- The employee directing the movement must advise the engineer or equipment operator of the track name or number and that all switches in hand operation and derails are properly lined for the intended move.
- The engineer or equipment operator will repeat this information and require the employee to “double-check” the position of the switches and derails

The engineer or equipment operator must not begin the movement until confirmation is received from the employee directing the movement that the position of the switches and derails have been “double-checked” for the intended route of travel.

T. 116-S1. Shoving Or Backing Movements

09/04/23

SI 116-S1 is replaced in its entirety.

1. Operating From Other Than The Leading End With Occupied Passenger Equipment

When operating from other than the leading end with occupied passenger equipment, a crew member must be in position to operate and use the back-up hose on the leading end of the move. A test of the back-up hose must be made in accordance with AMT-3 Instruction 2.17.2. If the back-up hose is defective or no back-up hose is available, the procedures of AMT-3 Instruction 2.17.3 will apply.

Exception: Movement may be made without a back-up hose or crew member in position to operate the emergency brake valve when a full baggage car is on the leading end of the movement and/or conditions make it unsafe for the crew member to ride on the side of the leading car. In such a case, the crew member must provide on-ground protection preceding the move.

For the purpose of this instruction, the following constitute occupied passenger equipment:

- Occupied passenger cars in revenue service, including private cars.
- Occupied in-service business cars, inspection cars, and Department of Transportation (DOT) cars.

2. Location of Engineer: The engineer must operate from the leading end of the movement when equipped with an operating compartment, cab car or properly pointed locomotive.

Exceptions: Engineers may operate from other than the leading end of the movement:

- a) As listed in Line Special Instructions.
- b) When authorized by the Train Dispatcher.
- c) When changing ends would occur in a tunnel.
- d) When the movement does not exceed one train length on a main track, or one train length beyond an opposing interlocking signal.

3. Engineer Operating from Other Than the Leading End of Movement

When an engineer operates a train from other than the leading end of the movement:

- e) Crew members must take proper action to control the movement.
- f) The maximum authorized speed is: Not exceeding 20 MPH.
- g) Back-up movements adjacent to occupied station platforms must not exceed 5 mph until the leading end of the movement is clear of the platform.

Exception: While operating with P-32AC/DM locomotives in 3rd rail mode, back-up moves adjacent to station platforms must not exceed 15 MPH until leading end of movement is clear of platform.

(Exception to AMT-3 2.17.1)

- h) When backing onto stub end tracks, a preliminary stop must be made at least 250 feet from bumping post/end of track. After making the preliminary stop, do not exceed 2 mph until the final stop.
- i) When a preliminary stop at a station is required, conductors must not permit the opening of passenger car doors until the final stop is made.
- j) The crew member directing the movement must be qualified on the physical characteristics of the territory, in locations where main track rules are in effect.
- k) The crew member directing the movement and the engineer must effectively communicate to comply with the requirements of Restricted Speed, or movement on other than main track, as applicable.

4. Location of Crew Member Directing Movement

When cars or engines are being shoved, a crew member must be on the leading end of the movement, provided the leading car or engine is equipped with an operator's compartment, vestibule, doorway, platform, or a side ladder. If not equipped, or when close clearances do not permit riding the side ladder, the crew member directing the move must precede the move and ensure that switches and derails between the movement and their location can be plainly seen and are known to be in proper position.

When a crew member is specifically required to precede a shoving movement by operating rule, another crew member must be stationed on the leading end of the movement, provided the leading car or engine is equipped with an operator's compartment, vestibule, doorway, platform, or a side ladder.

Exceptions:

- a) After making a safety stop prior to coupling, in accordance with AMT-3 Rule 2.10.1, the crew member on the leading end of the shoving movement may dismount in order to observe the coupling.

- b) When a model P32AC-DM locomotive (Series 700-717) is being shoved, a crew member must either be on the leading end or precede the movement. When on the leading end, hand signals or radio headset(s) may be utilized.
- c) When a conductor is working without an assistant conductor and must precede the shove movement required by operating rule.

5. Crew Member Required Communications

a) Before Initiating Movement:

The crew member directing movement from leading end must inform the engineer of all conditions that may affect the movement, including the position of derails, switches, or signal indications. This information must be included, when applicable, in subsequent instructions throughout the movement.

The crew member directing a shoving or backing movement by radio must include, in addition to the above, their title and whether they are on the leading end or preceding the move (due to close clearance, or when the leading car or engine is not equipped with an operator's compartment, vestibule, doorway, platform, or side ladder). The engineer must not begin movement until this information is received and understood.

If using hand signals, the engineer must not begin movement until the employee directing the shoving or backing movement announces they are on the leading end with permission to proceed. If the movement will be preceded on the ground by the employee directing the move, it must be communicated either face-to-face, or by radio.

When backing or shoving engines or cars using hand signals, the employee directing the movement must remain within unobscured view, otherwise the movement must stop.

b) Communicating Distances:

When shoving or backing, the crew member directing the movement must transmit distance in car lengths and the engineer must stop within half the distance specified, unless additional instructions are received.

When the distance to be traveled is within 5 car lengths, the conductor must call out the distance as a countdown for each car. Employees must not provide car counts in excess of what is required to complete the shoving move.

For example: "Amtrak YM12 Conductor to the Engineer, shove five car lengths south... four cars... three cars... two cars... one car."

After acknowledging "five cars," the engineer will not be required to further acknowledge the countdown, however the engineer must stop the move after moving each car length specified, or half the remaining distance whichever is less, unless additional instructions are received.

Distances conveyed beyond the final car length may be specified in feet, if necessary.

U. 116-S2 Operating from Other Than The Leading End With Occupied Passenger Equipment

09/04/23

SI 116-S2 is deleted and relocated to 116-S1.

V. 119-S1. Handling of Hazmat, Excessive Weight, or Excessive Dimension Cars

06/05/23

SI 119-S1 is modified.

Trains containing hazardous material, excessive weight or excessive dimension cars must not occupy an Amtrak main track or running track until the Conductor or Engineer has communicated with the Dispatcher and ensured that the Dispatcher has received the required restricted car information.

Prior to permitting trains containing hazardous materials to occupy Amtrak controlled tracks the Train Dispatcher must confirm receipt of the trains complete consist.

W. *121-S1. Intervening Tracks at Station Platforms

01/01/24

This instruction is removed from the Amtrak Special Instructions and now incorporated into the NORAC 12th edition, effective January 1, 2024.

In the application of NORAC Rule 121, paragraphs B and D are replaced by the following new instructions:

B. Obtaining Assurance of Protection

~~The Train Dispatcher must not authorize movement for a passenger train routed to a track that will result in a station stop for receiving or discharging passengers across a main track or controlled siding until protection on the intervening station track(s) has been established. Trains must not proceed beyond the last holding point~~

~~(Interlocking or Control Point) toward the station, which would result in platforming across intervening tracks, without assurance of protection from the Dispatcher.~~

~~1. Assurance of protection must include:~~

~~Train identification,~~

~~Station name,~~

~~Track number(s)/designation~~

~~Example: “Train 5316 is protected across No. 1 track at Fanwood.”~~

~~2. The receiving employee must repeat this permission and the Dispatcher must then confirm it.~~

D. Dispatcher Responsibilities

~~The Dispatcher must not display the signal at the last Interlocking or Control Point prior to the station stop and give a train assurance of protection across intervening track(s) until it is determined that:~~

~~1. Trains between the station and the last holding point in advance of the station have been directed to stop and are confirmed stopped. Such trains must not proceed without permission of the dispatcher.~~

~~—OR~~

~~2. No train is approaching the station on the track(s) to be protected, all signals governing entrance to the track must be placed in stop position and blocking devices must be applied.~~

~~—When necessary, instruction to stop will be given in the following manner:~~

~~“Amtrak Section 3 Dispatcher to Train 5317. In accordance with rule 121, bring your train to a safe stop and report your location. Over.”~~

~~If the Train Dispatcher cancels assurance of protection, that train must be stopped, and the crew must report their location. Movement toward the station must not resume until protection can be afforded by one of the above methods. (Part D. item 1 or 2)~~

X. -S5. Heat-Related Temporary Speed Restrictions

05/01/23

SI 132-S5 is modified.

During time periods of high temperatures, the Engineering Department may impose temporary heat-related speed restrictions. When these conditions exist the train dispatcher will notify train crews by Form D, TSRB, TSRB Addition, or verbally when SI 132-S5 is in effect.

When notified, trains will operate not exceeding Level 1, Level 2, or Level 3 speed restrictions on all specified track(s), in affected zones, unless otherwise restricted. See Table 1 below and item 2 referring to part D. of the daily TSRB in this instruction.

1. Verbal Notification – SI 132-S5 is in Effect

Verbal notification will be made in the following manner:

“Operate according to SI 132-S5 [Level 1, Level 2, or Level 3] heat restrictions between [Zone], on all [Specified] track(s), unless otherwise restricted.”

Heat-Related Temporary Speed Restrictions

Level	Speed Restriction	Tracks	Zone (Between)
Level 1	Do Not Exceed: 100 MPH	All	Between stations as determined by Engineering Department
Level 2	Do Not Exceed: 80 MPH		
Level 3	Do Not Exceed: 30-(Psgr) / 25-(Frt) MPH	All Specified Trk(s)	

a) Train Dispatcher’s Responsibilities:

- (1) Verbal notifications of heat-related restrictions may only be made to enroute trains approaching or within affected heat restriction zones. Note: “Approaching” Train is defined as a train that has operated past their last station stop but in advance of the affected Heat Restriction “Zone”.
- (2) Blocking devices must be applied to prevent trains from entering affected zones and must not be removed until the conductor and/or engineer acknowledges receipt of the heat related restriction(s).

- (3) Dispatchers must record the level, zone, effective time and/or time canceled of heat-related speed restrictions in part D of the current TSRB.
- (4) Restrictions must be entered into ACSES (PTC) to enforce all heat related temporary speed restrictions until released by the Engineering department.
- b) Crew Responsibilities: When verbally notified that SI 132-S5 is in effect, the engineer of trains approaching or within affected zones must:
 - (1) Repeat the information and confirm the level of the restriction (1, 2, or 3) and the zone(s) affected with the dispatcher and relay the information to the crew. Crew members must acknowledge the receipt of this information.
 - (2) Not exceed the level speed on all tracks as listed in the table above or immediately reduce the speed of the train to the level speed in the affected zone.
 - (3) Notify the train dispatcher when the reduced speed requirements are met.

2. Notification by TSRB or Form D Line 13 – SI 132-S5 is in Effect

- a) Temporary Speed Restriction Bulletin (TSRB): Part D.

Part D. of the current Temporary Speed Restriction Bulletin (TSRB) will be published as needed and will list all heat-related speed restrictions.

- (1) Train crews are required to ensure that they are in possession of all pages of the daily TSRB.
- (2) Heat-related restrictions effective during specific time periods may be listed on the TSRB at the time of publication. Crews are required to comply with all heat-related speed restrictions only between the hours listed. (See example below.)
- (3) Dispatchers are required to enforce all heat-related restrictions in ACSES(PTC) during the time period or effective time listed and at the starting time, notify trains that are approaching or within the affected zones of enforcement to avoid penalty brake application.

- b) Form D Line 13

Form D line 13 may be used to notify train crews that SI 132-S5 is in effect in the following format:

13. "Operate according to SI 132-S5 [Level 1, Level 2, or Level 3] heat restriction on [Specified] track(s) between [Station] and [Station] between the hours of [12:00 PM] and [7:30 PM] unless otherwise restricted."

- (1) Crews are required to comply with all heat-related speed restrictions only between the hours listed.
- (2) Time period of the restriction must begin and end on the hour or half hour.

Dispatchers are required to enforce all heat-related restrictions in ACSES(PTC) during the time period or effective time of the Form D and at the starting time, notify trains that are approaching or within the affected zones of enforcement to avoid penalty brake application.

When the time period for the heat-related restriction has expired or becomes unnecessary due to prevailing conditions, dispatchers must cancel the Form D and suspend ACSES (PTC) enforcement.

Y. 133-S1. Protection of Out-of-Service Tracks

12/04/23

SI 133-S1. 3. a). is modified.

- a) Work **within** the following interlocking limits: **NHB Line**-Read, Plains; **NYS Line**- Gate, Pelham Bay; ~~**NYT Line**~~-"Q"; **NYP Line**- Iselin, Menlo, Ham, Zoo; **PW Line**-Zoo, Penn (Except: 1 through 10 Trks; N5 & N3 routes, 1 & 4 River Line Trks between MP 1 & Spring Garden St; 10 Trk pocket; 7 lead; 1 & 4 River Line Trks between Walnut & South Sts), Phil, Bell-Ragan inclusive, Ruthby (except Trk 1), Davis-Perry inclusive, Oak, Wood-Bridge inclusive, Winans (except Trk 1), Grove, Bowie, ~~Landover~~; **PH Line**-Penn, Zoo, Valley, Overbrook, Paoli, Glen, Downs, Thorn, ~~Calm~~.

Z. 133-S2. Admitting Additional Equipment

12/04/23

SI 133-S2 is reformatted and modified as follows.

The Dispatcher or Operator may admit additional track cars or trains to the out-of-service limits after obtaining permission of the employee named in the Form D Line 4.

When authorizing additional equipment to enter an out-of-service track, the Foreman named on Form D Line 4 must complete an NRPC 3472 "Working Limits Occupancy Authority" Form O in accordance with RWP 318(a) and advise the employee in charge of the additional equipment of all conditions affecting movement on the out-

of-service track, including the location of barricades, Roadway Workers, equipment, and the condition of the track structure.

~~The additional employees Roadway workers~~ must not accept permission to foul the track(s) involved until:

1. It is determined that the Form O has been completed, and
2. ~~they~~ have also filled out an NRPC 3472 form, "Working Limits Occupancy Authority Form O," (NRPC No. 3472 is also found on NRPC No. 3045) and
3. they have verified their full understanding of all topics discussed during the job briefing.

AA. 140-S1. Foul Time

11/13/23

SI 140-S1 is reformatted and modified as follows.

In the application of Rule 140, Foul Time information must be recorded by the Dispatcher or Operator issuing the Foul Time and recorded by the employee requesting the foul time on form NRPC 3045 "Authority to Foul Tracks Record." Before allowing additional employees to join the work being performed under Foul Time permission, the employee who was granted Foul Time by the Dispatcher must complete a (NRPC 3472) "Working Limits Occupancy Authority" Form O, which is also pre-printed on the bottom section of form NRPC 3045 for each additional employee he/she authorizes to work under the foul in accordance with RWP 318(a). The employee who was granted Foul Time by the Dispatcher must also conduct a job briefing with the additional employees and must review the track(s) being protected, the Foul Time track and time limits, and all other factors affecting the work.

The additional employees must not accept permission to foul the track(s) involved until:

1. It is determined that the Form O has been completed, and
2. They have also filled out an NRPC 3472 form, "Working Limits Occupancy Authority Form O," (NRPC No. 3472 is also found on NRPC No. 3045) and
3. They have verified their full understanding of all topics discussed during the job briefing.

The employee who was granted Foul Time by the Dispatcher or Operator must not release the Foul Time until they have ensured that all fouling activity under their authority has been cleared and documented on the Form O.

The Authority to Foul Tracks Record and the Form O (if applicable) must be retained and held available for inspection for a period of 7 days.

BB. *279-S5. Cab Signal Aspects

01/01/24

This correction is removed from the Amtrak Special Instructions and is incorporated into the NORAC 12th edition, effective January 1, 2024.

~~The following fixed signal name is corrected in the table on page 77 in the 11th edition of NORAC Operating Rules.~~

Fixed Signal	Conforming Cab Signal(s)
Cab Speed	Clear, Cab Speed, Approach Limited, Approach Medium

CC. 0A-S1. Clear To Next Interlocking Signal

01/01/24

This instruction is removed from the Amtrak Special Instructions and now incorporated into the NORAC 12th edition, effective January 1, 2024.

~~In the application of NORAC Rule 280a, "Clear to Next Interlocking,"; Trains with inoperative cab signals, automatic train stop, or speed control must proceed on fixed signal indication (and cab signal indication, if operable) not exceeding 59 MPH. Trains with inoperative cab signals must approach the next home signal prepared to stop unless Approach Normal (Rule 280b) is displayed on a distant signal prior to the home signal.~~

DD. *280B-S1. Approach Normal

01/01/24

This instruction is removed from the Amtrak Special Instructions and now incorporated into the NORAC 12th edition, effective January 1, 2024.

~~In the application of NORAC Rule 280b, "Approach Normal", Trains without operative cab signals must proceed on fixed signal indication not exceeding 59 MPH.~~

EE. *556-S1. Dispatcher's Authorization for Movement

01/01/24

This instruction is removed from the Amtrak Special Instructions and now incorporated into the NORAC 12th edition, effective January 1, 2024.

~~In the application of NORAC rule 556, trains may proceed at Normal Speed not exceeding:~~

- ~~59 MPH – Psgr. Trains~~
- ~~49 MPH – Freight trains~~
- ~~40 MPH – Trains Transporting PIH~~

FF. *563-S1. Form D Authorization for Movement In Rule 562 Territory- Maximum Authorized Speeds

01/01/24

This instruction is removed from the Amtrak Special Instructions and now incorporated into the NORAC 12th edition, effective January 1, 2024.

~~In the application of NORAC Rule 563, trains must not exceed the following speeds within the limits designated by the Form D line 13 authorizing Rule 563:~~

- ~~Passenger Trains – 59 MPH~~
- ~~Freight Trains – 49 MPH~~
- ~~Trains with inoperative PTC – 40 MPH (30 MPH transporting Poisonous by Inhalation “PIH”)~~

GG. *581-S1. Testing the ACSES Apparatus

01/01/24

This instruction has been modified due to release of NORAC 12th edition, effective January 1, 2024.

a) Departure Test

The ACSES apparatus on the leading end of the first engine or control car of each equipped train must be tested and found to be operational within 24 hours before the engine or control car leaves its initial terminal. ~~If test equipment is not available at a point where another unit will be required to become a lead unit, this unit must also be tested at the initial terminal.~~

HH. *583-S1. ACSES Enforcement of Interlocking and CP Signals

01/01/24

This instruction is removed from the Amtrak Special Instructions and now incorporated into the NORAC 12th edition, effective January 1, 2024.

~~a) Stop Signal Enforcement~~

~~ACSES will enforce a positive stop at interlocking and CP signals displaying Stop Signal.~~

~~b) Approaching Interlocking & CP Signals~~

~~ACSES will cause a penalty application of the brakes to occur on trains that are approaching interlocking and CP signals, if:~~

- ~~(1) The train is approaching the signal at a speed above the braking curve for the signal, as calculated by the on-board ACSES apparatus. (On engines equipped to do so, Stop Signal will be displayed on the cab signal aspect when the penalty application occurs.)~~
- ~~or~~
- ~~(2) The train stops within the PTS Zone with a Restricting cab signal or with cab signals cut out, and the brakes are released while the interlocking or CP signal displays Stop Signal.~~
- ~~or~~
- ~~(3) Where either wayside or on-board data radio is inoperative, the train stops within the PTS Zone with a Restricting cab signal or with cab signals cut out, and the brakes are released before the Stop Release Button is pressed.~~

~~c) Positive Stop Enforced Within the PTS Zone:~~

~~Once stopped by ACSES within the PTS Zone, trains must not resume movement toward a Stop Signal.~~

~~**NOTE:** At higher approach speeds, a penalty brake application may force the train to stop prior to reaching the PTS Zone. If this occurs, the brakes may be released without operating the Stop Release Button.~~

~~d) Stop Release Button~~

~~Use of the Stop Release Function is prohibited unless:~~

- ~~A train has received Rule 241 permission.~~
- ~~A penalty brake application occurs while the controlling locomotive of a train operated from other than leading end passes a controlled signal displaying an aspect more favorable than Stop.~~
- ~~The train is within out of service limits and the train is routed to out of service limits.~~

- ~~Necessary to pass any controlled signal other than a Stop Signal, or necessary to proceed after passing a permissive signal and still receiving stop enforcement. Permission must be received from the Dispatcher as described below:~~
 - ~~1. The crew must advise the Dispatcher of the train's location, track, and direction.~~
 - ~~2. Before granting permission to use the Stop Release Function the Dispatcher must verify the train's location, and route status, and ensure no conflicting movements have been authorized.~~

~~Once it has been determined that it is safe to do so, permission must be given in the following manner: "No. 7176 locomotive 4801 may use the Stop Release Function on No. 2 track at Griff."~~

~~The receiving employee must repeat this permission and the Dispatcher or Operator must then confirm it.~~

~~The Dispatcher must record and report all information pertaining to the PTC anomaly.~~

II. *585-S1. Criteria For Determining ACSES On-Board Apparatus Failure

01/01/24

This instruction has been modified due to release of NORAC 12th edition, effective January 1, 2024.

In the application of NORAC rule 585, the following is added-as ACSES On-board Apparatus Failures:

- The audible indicator fails to sound during an over speed condition or continues to sound after over speed requirements are met.
- The on-board apparatus experiences or displays an internal failure which results in a penalty brake application.
- The track speed indicator displays an incorrect permanent speed(s) for 3 consecutive miles.
Exception: High Speed Trains (HST) operating with a Missing Temporary Speed Symbol or "No Valid TSR DATA" light will be considered a "Fault," not a Failure when the ADU displays 125 MPH, and the permanent speed is greater than 125 MPH.
- When equipped, the "ACSES Cut Out" light is flashing on the ADU and results in a penalty brake application.
- Damage occurs to any part of the ACSES apparatus.
- When the engineer operating from the leading end for the direction of movement, needs to use the Stop Release Function at two (2) consecutive interlockings/CPs when the signal(s) at the interlocking are displaying an aspect other than Stop.

~~In the application of NORAC rule 585, when the PTC System restricts movement that would otherwise be permitted, ACSES will be considered failed when the train experiences an unrecoverable penalty or fault and there is no way to operate the train without cutting out ACSES.~~

JJ. 590-S1. Engineer's Responsibility to Report on Forms for Amtrak, MARC or CDOT Service 06/05/23

SI 590-S1 is modified to include I-ETMS / ITCS Incident Report Form delivery through Mobile Document Compliance System (MDCS) to submit the Incident Report Forms. The use of paper forms to submit reports is now discontinued.

To assist with monitoring and correcting PTC and other train control system anomalies, faults or failures, train crews working in Amtrak, MARC, or CDOT service are required to make such reports to the train dispatcher or other designated personnel prescribed in the operating rules. PTC system anomalies must also be reported to the CNOC PTC Support Desk in accordance with the PTC Support and Troubleshooting Communications instruction outlined in Amtrak PTC Operations Guide.

Train control system incident reporting must be timely and accurate. In addition to notifying the train dispatcher, host railroad and Amtrak PTC or Mechanical Support Personnel as outlined in operating rules, locomotive engineers are also required to complete and submit a Train Control System Incident Report Form to the Amtrak Mechanical/ PTC Support Desk by utilizing NRPC 3419 and NRPC 3533. These forms are in the Mobile Document Compliance System (MDCS) on the Comply365 Application home page under "My Forms", "Transportation – Locomotive Engineers". Paper copies of the forms will no longer be provided ~~fax at 302.683.2367 or by email at DL@CNOCMechIDesk@Amtrak.com~~

ACSES conditions will be reported using the "ACSES Unusual Occurrence Form" NRPC 3419 in Comply365 application.

I-ETMS conditions will be reported using the “I-ETMS/ ITCS Incident Report Form” NRPC 3533 in Comply365 application.

One (1) single form may be used for all incident(s) encountered per train trip. If multiple forms per train trip are required, the employee is responsible for submitting all forms. NRPC 3419 and NRPC 3533 forms must be completed and submitted by the Locomotive Engineer within 24 hours of a PTC incident. Upon completion and submission of the form(s) within the Comply365 application, the form(s) will automatically be forwarded to the Amtrak PTC Support Desk at DLCNOCMechDesk@amtrak.com

~~I-ETMS / ITCS / ACSES Incident Report Form delivery at crew base locations will be coordinated by local Transportation Management.~~

~~“ACSES Unusual Occurrence Form” NRPC 3419, and the “I-ETMS/ ITCS Incident Report Form” NRPC 3533, are moving to the Mobile Document Compliance System (MDCS). The forms can be found on the Comply365 application Home Page, under “My Forms”, “Transportation — Locomotive Engineers”. NRPC 3419 and NRPC 3533 forms are to be completed and submitted by the Locomotive Engineer within 24 hours of a PTC incident.~~

~~Upon completion and submission of the form(s), the form(s) will automatically be forwarded to the Amtrak PTC Support Desk at DLCNOCMechDesk@amtrak.com~~

Reporting is required if any of the following **ACSES** conditions are encountered using the ACSES Unusual Occurrence Form NRPC 3419:

- ACSES Failure Declared
- ACSES or ATC Cut-Out
- Audible Warning Not Received or unable to Silence an Audible Warning
- Penalty Received
- Unable to Recover from a Penalty
- Stop Bypass Pressed
- Overspeed Penalty
- PTS Penalty
- Roll away Penalty
- Construction Zone
- Solid “--” or Flashing “--”
- ATC Cut-Out Light Illuminated
- ACSES Cut-Out or Failure Light Illuminated
- No Valid TSR Data Light Illuminated
- No TSR Response
- Incorrect Speed Change Location
- Unexpected Temporary Speed Restriction

Reporting is required if any of the following **I-ETMS** conditions are encountered using the I-ETMS / ITCS Incident Report Form NRPC 3533:

- Initialization Failure with AMTK
- Initialization Failure with Other Railroad
- Onboard Display is damaged or unintelligible
- Audible Warning Not Received
- Onboard Display Information of Wayside Signal Discrepancy
- Penalty Enforcement Received
- Soft Key Cut-Out used for operational reasons
- I-ETMS Penalty/Horn/Emergency Switches Cut-Out
- Unable to recover from Penalty Enforcement
- Unable to transition to Active State
- I-ETMS not providing Warning for Target or Restriction
- Mandatory Directive being enforced not received from Dispatcher
- Non-Sync Subdivision Condition
- Cab Signal / ATC / ATS Cut-Out

- Other

The Report will include, but is not limited to:

- Employee Name
- Employee SAP Number
- Train Number & Origination Date (i.e. Train 123 (01))
- Lead Unit Number
- Train System Type (i.e. ACSES / I-ETMS)
- Incident Date / Time / Time Zone
- Host Railroad / Line or Subdivision / Track / Milepost Location
- Estimated Speed at Time of Incident
- Dispatcher and/or PTC Support Personnel Notified
- Dispatcher Instructions

KK.592-S1. Trains Equipped with I-ETMS Apparatus

09/23/23

The MARC trains table is modified.

MARC Trains	
Train No.	Clearance No.
480	01003200
685	00993200

LL. 594-S1. I-ETMS Operations

11/06/23

1. Initialization Failure when Selecting More Than One Railroad

SI 594-S1 5. is deleted.

~~When I-ETMS fails to initialize, and the cause is determined to be a railroad(s) selected for initialization, the initialization must be reattempted without the selected railroad(s) that caused the failure. If initialization is still unsuccessful, train departure with PTC inoperative will be governed by operating rules of the railroad the train is occupying at the time of initialization failure.~~

~~The attempt to re-initialize must occur at a location directed by the train dispatcher or railroad operating rule on the governing railroad where the failure occurred.~~

2. I-ETMS Initialization Failure at Initial Terminal Locations

SI 594-S1 6. is deleted.

~~Trains that encounter an I-ETMS initialization failure at initial terminal locations are prohibited from departing the initial terminal location until the I-ETMS system is initialized or special instruction permits movement to a location within the initial terminal to improve PTC system communication (i.e., Chicago Union Station overbuild).~~

~~**Note:** An initial terminal is the starting point of a locomotive for a trip.~~

3. I-ETMS Initialization Failure

The following instruction is new.

~~When I-ETMS fails to initialize, and the cause is determined to be the railroad(s) selected for initialization, the initialization must be reattempted without the selected railroad(s) that caused the initialization failure. The initialization failure must be communicated to the train dispatcher.~~

~~Trains that encounter an I-ETMS initialization failure at initial terminal locations are prohibited from departing the initial terminal location until the I-ETMS system is initialized or the train dispatcher permits movement to a location within the initial terminal to improve PTC system communication. An example of this scenario is a train dispatcher instructing a train to move out from under the Chicago Union Station overbuild.~~

~~An initial terminal is the starting point of a locomotive for a trip.~~

Trains that encounter an I-ETMS initialization failure at an enroute location (other than initial terminal) must attempt to re-initialize at a location directed by the train dispatcher or railroad operating rule on the governing railroad where the failure occurred.

Note: A successful I-ETMS initialization is when the I-ETMS system reaches the Disengaged State.

MM.601-S1. Local Control of Interlocking by C&S Employees

06/05/23

SI 601-S1. C. 3. is modified.

1. Returning Remote Control to the Dispatcher

Before operating the control, toggle and returning "Remote Control" to the dispatcher, the C&S employee in charge must:

1. Ensure that all affected Roadway Workers are clear of the tracks or have established alternate protection, and
2. Notify all affected roadway workers that remote control is being returned to the dispatcher for the operation of trains, and
3. Notify the dispatcher that all roadway workers are clear or ~~have established alternate protections that alternate protection is established,~~ and that control of the interlocking is being returned.

The train dispatcher must not perform any functions on ~~the~~ their console until it has been confirmed that:

4. Remote Control is restored to the dispatcher both verbally and electronically, as indicated on each employee's control display.

Once control of the interlocking is returned to the dispatcher, the C&S employee must document the time on form NRPC 3436, draw an "X" through the blocking device record and retain the record for 7 days.

NN.706-S1. Dispatcher Radio Channel Territories

08/07/23

706-S1 is modified.

All Dispatcher offices are equipped with road radios, channel 054-054. Exceptions: Boston - Westbound and southbound trains must change to radio channel 015- 015 at Division Post (MP 72.9). ~~Radio Channel 092-092 in service on the Dorchester Branch and all Old Colony lines. Trains must switch to channel 092-092 when operating between Hill and Fort Point Channel UG Bridge, MP 227.9~~ Radio Channel 063-063 in service on the Middleboro Mainline (MM) and Dorchester Branch (DB) from Tower 1 exclusive to Cabot and South Bay inclusive. ~~Trains must switch to channel 092-092 when operating west of South Bay or south of Cabot.~~

OO.714-S1. Telephone Numbers-Dispatchers, Operators, Etc.

07/03/23

SI 714-S1 is replaced in its entirety.

Dispatcher/Operator	Exchange	ATS	Commercial
NHB, DB, MRS, & MM LINES			
Chief Dspr	Boston	580-7569	617-345-7569
.....	...	580-7570	617-345-7570
Form D inquiry only	Boston	580-7585	617-345-7585
Terminal TD.....	Boston	580-7565	617-345-7565
Corridor TD.....	Boston	580-7561	617-345-7561
Main Line TD	Boston	580-7562	617-345-7562
New London TD	Boston	580-7567	617-345-7567
South County TD	Boston	580-7580	617-345-7580
Dorchester TD	Boston	580-7492	617-345-7492
Shore Line TD	Boston	580-7568	617-345-7568
North End - Springfield Line TD	Boston	580-7521	617-345-7521
Springfield Line TD	Boston	580-7574	617-345-7574
Power Director – Zone 10 East (South Station MP 228.7 to Richmond MP 150.1).....	Boston	580-6961	617-204-6961
Power Director – Zone 10 West (Richmond MP 150.1 to Mill River MP 72.9).....	Boston	580-7714	617-204-7714
Conn.....	New London	568-5622	860-510-5622

Dispatcher/Operator	Exchange	ATS	Commercial
Mystic River.....	New London	566-3908	860-446-3908
Nan.....	New London	568-5628	860-510-5628
NYS, HUD, PRB, NGB, NYT & NYP LINES			
Chief Dspr	Penn Sta.	521-7467	212-630-7467
Power Director - Zone 1 (Shell to Bergen)	Penn Sta.	521-7684 521-7685	212-630-7684 215-630-7685
Power Director - Zone 2 & 3 (Bergen to MP 76).....	Penn Sta.	521-7680	212-630-7680
Power Supervisor MNR Dspr	G. C. T.	...	212-340-2100
Penn Station Central Control	Penn Sta.	521-6308 521-6309 521-6286	212-630-6308 212-630-6309 212-630-6286
Terminal Oprs Cntr.....	Penn Sta.	521-6466	212-630-6466
PSCC Yardmaster.....	Penn Sta.	521-7492	212-630-7492
Dspr. Sec. A	Penn Sta.	521-7472	212-630-7472
Dspr. Sec. B	Penn Sta.	521-7471	212-630-7471
CETC-9 TD.....	Penn Sta.	521- 6881	212-630-6881
CETC-8 TD.....	Penn Sta.	521-6409	212-630-6409
CETC-7 TD.....	Penn Sta.	521-6408	212-630-6408
Hudson Line TD	Penn Sta.	521-7370	212-630-7370
Hudson North TD	Penn Sta.	521-6788	212-630-6788
LAB	Albany		518-465-0746
Pelham Bay	Penn Sta.	521-7193	212-630-7193
Q	Penn Sta.	521-7763	212-630-7763
R.....	Penn Sta.	521-7349	212-630-7349
WT, PW, NYP & PH LINES			
Chief Dspr	Phila.	728-2417	215-349-2417
Asst Chief H	Phila.	728-2226 728-2227	215-349-2226 215-349-2227
Dspr. Sec. B	Phila.	728-2230	215-349-2230
Dspr. Sec. C	Phila.	728-2231	215-349-2231
Asst Chief I	Phila.	728-2251	215-349-2251
.....	Phila.	728-2252	215-349-2252
CETC-1 TD.....	Phila.	728-2263	215-349-2263
CETC-2 TD.....	Phila.	728-2264	215-349-2264
CETC-3 TD.....	Phila.	728-2265	215-349-2265
CETC-3 North TD	Phila.	733-4603	302-552-4603
CETC-4 TD.....	Phila.	728-2266	215-349-2266
CETC-5 TD.....	Phila.	728-2233	215-349-2233
CETC-6 TD.....	Phila.	728-2232	215-349-2232
Power Director - Zone 4 (MP 76 [Holmes] Glenolden) & (Penn-MP 21.3 [Paoli])	Wil Wil	733-4640 733-4641	302-552-4640 302-552-4641
Power Director - Zone 5 (Glenolden-Gunpow)	Wil Wil	733-4650 733-4651	302-552-4650 302-552-4651
Power Director - Zone 6 (Gunpow to WUT)	Wil Wil	733-4660 733-4661	302-552-4660 302-552-4661

Dispatcher/Operator	Exchange	ATS	Commercial
Power Director - Zones 8	Wil	733-4680	302-552-4680
(MP 21.3[Paoli] - Harrisburg)	Wil	733-4681	302-552-4681
Psg. Clerk-North.....	Phila.	728-2235	215-349-2235
Psg. Clerk-South	Phila.	728-2394	215-349-2394
Overbrook	Phila.	728-2335	215-349-2335
Paoli	Phila.	728-2336	215-349-2336
Thorn	Lanc.	738-5043	717-291-5043
.....	Phila.	728-3237	215-349-3237
Zoo	Phila.	728-2340	215-349-2340
Control Center	Wash	777-2301	202-906-2301
Toll Free			800-372-9700
Crew Dspr.	Wash	777-2319	202-906-2319
Toll Free	...	...	800-372-9600
K Tower	Wash	...	...
TD A (Amtrak moves)			202-906-3624
TD B (Marc Moves)			202-906-3625
Asst Train Director			202-906-3628
ADFO (Flags/orders)			202-906-3627
FAX			202-906-3035
Yardmaster	Wash	777-2328	202-906-2328

PP. 714-S2. Telephone Numbers-Amtrak Police

07/03/23

SI 714-S2 is deleted. All employees are directed to call the Amtrak Police National Communications Center (NCC) at 1-800-331-0008 to speak with an officer, regardless of the location.

ALL LOCATIONS:
1-800-331-0008

QQ.*716-S6 Use of Electronic Devices

01/01/24

This instruction has been replaced in its entirety due to release of NORAC 12th edition, effective January 1, 2024

~~In the application of NORAC rule 716, under Part C, an employee may use a railroad-supplied electronic device operating the controls of a moving train or track car to reference a railroad rule, special instruction, timetable, or other directive.~~

~~In the application of NORAC rule 716, B, 2, a., i, is replaced by the following instruction.~~

~~1. Restrictions~~

~~(1) Use in Locomotive Cab or Control Compartment~~

~~i. Use of a railroad-supplied electronic device for an authorized business purpose by an employee controlling the movement of a train or track car is prohibited:~~

- ~~• When the train or track car is moving, unless the device is being used to reference a railroad rule, special instruction, timetable, or other directive.~~

SI 803-S4 is new.

5. The RWIC of track car movements must contact and hold a job briefing with the dispatcher to identify the first piece number and any additional track car(s), type, and any restrictions for each piece of equipment before operating on the main track.

The train dispatcher must record the information before displaying a signal or permission past a stop signal is authorized. In addition, the train dispatcher must specify the number of pieces of equipment authorized to pass the stop signal.

Example: "Frm Andrews, TC 1234 plus 3 pass stop signal on No.2 Track at Adams and proceed east to No. 1 track, over"

6. A multiple-track car movement under the direction of one RWIC must operate as one unit. When a signal is displayed or the train dispatcher authorizes verbal permission for movement, the authorization is for all pieces within the workgroup. The train dispatcher must not remove blocking device protection for any portion of the affected route until the employee in charge of the equipment has reported all pieces clear.

SS. 807-S2. Track Cars Operating Under Signal Indication**11/06/23**

SI 807-S2 is new.

Track Car movements operating under signal indication more favorable than Stop and Proceed may proceed as though a Restricting Signal were displayed.

TT. 813-S1. Movement of Multiple Track Cars**04/03/23**

SI 813-S1 is modified.

The first paragraph of NORAC Rule 813 is revised as follows:

When multiple track cars are traveling under the same movement authority:

7. Prior to movement, the RWIC ~~and all operators and others involved must: discuss equipment spacing, locations of all planned stops, stopping distance requirements, and any conditions that might affect stopping distances; including speed, weather, equipment weight, and grades.~~
 - a) Discuss with all operators and any others involved in the movement:
 - (1) Equipment spacing requirements.
 - (2) Locations of all planned stops
 - (3) Any conditions that may reduce stopping effectiveness (eg. Speed, weather, equipment type, weight grades, etc.)
 - b) Record discussed information, (in item a) above), on their job briefing form
 - c) Precede or occupy the leading unit for the direction of travel throughout the entire movement.
8. The RWIC or a qualified pilot must occupy the lead track car or precede the move for the direction of travel.
9. Equipment operators must always regulate their speed to permit stopping within one-half the range of vision, short of equipment ahead, and at a minimum, maintain the following spacing between equipment (including any attachments, extensions, trailers etc.):
 - a) When traveling: At least 200 feet.
 - b) If necessary to pull close: 40 feet, not exceeding restricted speed.
 - c) If speed is 5 MPH or less, maintain sufficient distance to prevent an accident.
 - d) When working: At least 40 feet unless otherwise specified by the RWIC.
10. When traveling, all stops must be announced over the radio by the equipment initiating the stop and be confirmed by each following piece, including:
 - a) Equipment Type
 - b) Track Car position in group
 - c) Stopping location

Example: "Amtrak Regulator, piece number three, coming to a stop at MP13.2, over."

"Roger, Regulator, piece three coming to a stop at..."

11. A multiple-track car movement will operate as one unit. When a signal is displayed, or the train dispatcher authorizes verbal permission for movement, the authorization is for all pieces within the workgroup. The train dispatcher must not remove blocking device protection for any portion of the affected route until the employee in charge of the equipment has reported all pieces clear.
12. The RWIC of a multiple track car move, must report clear of interlockings and controlled points either by visual confirmation or by confirmation of another qualified employee occupying the last track car in the move.

UU. 813-S2. Limits Compliance and Collision Avoidance System (LCCAS) Operation

06/05/23

SI 813-S2 is new.

13. Before taking charge of and operating a track car equipped with LCCAS, a qualified operator must ensure the system self-test is successfully completed. Tampering or altering, concealing, modifying, or using LCCAS in any manner not in accordance with the LCCAS Operator's Manual and as authorized by supervision, is prohibited.
14. All employees must comply with all operating rules and instructions in effect, whether LCASS is operable and in use, unequipped, deactivated, or otherwise deemed failed, and the system may not be set to perform in a manner less restrictive than the operating rules will permit.
 - a) A component, feature, or system failure of LCCAS will be considered failed when:
 - (1) Camera(s) fail to operate as intended
 - (2) Audible alarm(s) or alerts fail to activate as designed.
 - (3) Digital display fails to illuminate as designed.
 - (4) Inaccurate or conflicting information is displayed, or an undesired response or failure of any feature of LCCAS to respond to existing conditions.
 - (5) If the LCCAS experiences a failure, the following action must be taken:
 - (6) If collision alerts or the video camera becomes inoperable, the failure must be immediately communicated and acknowledged between the Operator and RWIC via radio.
 - (7) The equipment operator must call out whole mileposts, interlocking names and/or control points via radio when operating with multiple units. The RWIC must acknowledge when such equipment is clear of interlockings and control points.
 - (8) All LCCAS failures must be reported to supervision and documented in the Roadway Maintenance Machine Log (NRPC Form 3184).

VV. *940-S4. Conductor Certification

01/01/24

Item a) of this instruction is removed from the Amtrak Special Instructions and now incorporated into the NORAC 12th edition, effective January 1, 2024. Reference new Rule 5.

~~a) Conductors AND Assistant Conductors who have received a Conductor Certification Card must have it in their possession while on duty and must be prepared to display the certification card upon request from a representative of the FRA, Railroad Official or State Inspector.~~

ACSES SPEED TABLE

Movement Under Rule:	<u>261/251</u>	<u>562</u>	<u>563</u>
Failed or Fault ACSES with operative Cab Signals (ATC)	79 MPH	79 MPH	N/A
Failed Cab Signal (ATC) with operative (not failed) ACSES	554 - 40 MPH If authorized to operate according to 556 by the Train Dispatcher – 59 MPH - Psgr. 49 MPH - Frt. 40 MPH -Transporting PIH	Restricted Speed, unless governed by a “Clear to Next Interlocking” Signal (280a) 59 MPH - Psgr. 49 MPH - Frt. 40 MPH - Transporting PIH	Restricted speed, unless governed by Form D Line 13 Authorizing 563 – 59 MPH – Psgr. 49 MPH – Frt. 40 MPH - Transporting PIH
Failed ACSES with Failed Cab Signals (ATC)	554 - 40 MPH If authorized to operate according to 556 by the Train Dispatcher – 59 MPH - Psgr. 49 MPH - Frt. 40 MPH -Transporting PIH	Restricted Speed, unless governed by a “Clear to Next Interlocking” Signal (280a) 59 MPH - Psgr. 49 MPH - Frt. 40 MPH - Transporting PIH	Restricted speed, unless governed by Form D Line 13 Authorizing 563 – 40 MPH 30 MPH - Transporting PIH
Construction Zone (ACSES only)			
Operative CSS		79 MPH	
Inoperative CSS		59 MPH – Psgr. 49 MPH – Frt. 40 MPH – Transporting PIH	
DCS Territory			
Operative ACSES		59 MPH - Psgr. 49 MPH - Frt.	
Failed ACSES		40 MPH 30 MPH - Transporting PIH	

FAILURE OF CAB SIGNALS, INOPERATIVE I-ETMS, OR BOTH.

Movement Under Rule:	261/251	562	563
Inoperative I-ETMS with operative Cab Signals (ATC)	79 MPH	79 MPH	N/A
Inoperative I-ETMS with Inoperative Cab Signals (ATC) NOTE: Trains operating with I-ETMS that experience a cab signal, ATC, Speed Control, or LSL failure en-route must consider I-ETMS to be inoperative and proceed in accordance with SI 592-S2.	554 - 40 MPH If authorized to operate according to 556 by the Train Dispatcher – 59 MPH - Psgr. 49 MPH - Frt. 40 MPH - Transporting PIH	Restricted Speed, unless governed by a “Clear to Next Interlocking” Signal (280a) 59 MPH - Psgr. 49 MPH - Frt. 40 MPH Transporting PIH	Restricted speed, unless governed by Form D Line 13 Authorizing 563 - 40 MPH 30 MPH - Transporting PIH
Construction Zone (ACES only)			
Operative CSS		79 MPH	
Inoperative CSS		59 MPH – Psgr. 49 MPH – Frt. 40 MPH – Transporting PIH	
DCS Territory			
I-ETMS will not be operative when operating in DCS Territory.		40 MPH 30 MPH - Transporting PIH	

X. PTC Rule Review-FAQs

11/06/23

Q&A for Guidance	
Question	ACES enforces an incorrect speed resulting in a penalty brake application. Is this an ACES failure under NORAC rule 585?
Answer	No, if ACES can recover from the penalty and does not prevent movement of the train, ACES should remain cut in. If ACES displays an incorrect speed for 3 consecutive miles, the engineer will consider ACES as failed & cut it out.
Question	ACES enforces a positive stop at other than a stop signal. Is this an ACES failure under NORAC rule 585?
Answer	No, train crews should operate according to NORAC Rule 583 and Amtrak special instruction 583-S1. If the stop release button is used after receiving permission from the train dispatcher in accordance with NORAC rule 583 and SI 583-S1 and the train will still not move, the crew can consider ACES as failed (preventing the movement of the train) and cut it out. Operate according to failure rules. If ACES enforces a positive stop at a signal other than Stop at 2 consecutive interlockings/CPs (not 2 or more signals within the same interlocking), the engineer will declare a failure and operate according to NORAC 585.
Question	The ACES track speed indicator displays and enforces a speed LOWER than Normal Speed for multiple miles. Is this considered an ACES failure?
Answer	Yes, If ACES displays an incorrect track speed (higher or lower) for 3 consecutive miles, this will be considered an ACES failure (Rule 585-S1 is updated to reflect the answer to this question).
Question	The train strikes an object. After stopping and inspecting the equipment, the ACES junction box is visibly damaged. How does the train crew operate?
Answer	If the ACES junction box is visibly damaged, the engineer will consider it a failure and will operate in accordance with NORAC rule 585: “Damage occurs to any part of the ACES apparatus,” has been added to 585-S1 above.
Question	When equipped, the “ACES Cut Out” light is flashing on the ADU:

Answer	If a penalty brake application occurs, the engineer will cut out ACSES and operate according to failure rules If the light is flashing and penalty brake application does not occur, continue to operate according to track and signal speeds If the light is flashing and “(-)” displays operate according to 585-S5 – Fault Rules
Question	The locomotive is NOT equipped with the Amtrak/Metro-North territory switch and has failed to change over to the appropriate cab signal for the territory I'm traversing. Is this a failure of the cab signals or ACSES?
Answer	This is not considered a failure. For units not equipped with the switch, the Metro-North cab signal aspects are considered a conformity under SI 279-S6 (Updated in the BO), and Amtrak speed limits will be enforced by ATC.
Question	The train has a positive stop displayed on the ADU, which resulted in a penalty application of the brakes. The train did not shove past a controlled signal or receive Rule 241 permission. The next governing signal is displayed but not in visual range to confirm if the next signal is "other than Stop Signal". Can the Stop Release Button be used?
Answer	If the dispatcher can determine the signal is displayed on their model board, the Stop and Release Button can be used in accordance with NORAC Rule 583, System Special Instruction 583-S1.
Question	ACSES is enforcing a positive stop at a signal that I cannot see. The dispatcher reports that the signal cannot be displayed and will give us verbal permission by the signal under rule 241. However, the train is not stopped at the signal and cannot verify what the signal is displaying (which conflicts with the portion of rule 241 that states the train must be stopped at the signal). What is the proper course of action?
Answer	If the dispatcher cannot display the signal, even though the signal cannot be seen by the train crew, the dispatcher can give rule 241, and the train crew is allowed to accept rule 241 authority and use the stop and release button in accordance with NORAC Rule 583, System Special Instruction 583-S1. The Dispatcher and train crew must follow all other requirements in accordance with 241. If a train is stopped in the PTS zone and a signal can be displayed, the dispatcher must not give the train authority to use the stop and release button. After the signal is displayed, the train should be able to transition out of positive stop and release the brakes without the use of the Stop Release Button.
Question	The train enters ACSES territory, and the missing transponder symbol is displayed. In fact, the missing transponders symbol is displayed for the entire trip. Will the train operate according to signal indication and track speed limits not exceeding 79 MPH for the entire trip?
Answer	If the train enters ACSES territory while the missing transponder symbol (“-”) is displayed, the train crew must leave ACSES cut in and must operate in accordance with track and signal speed limits not exceeding 79 MPH (582-S2). 585-S2 has been revised to reflect the speed change above in this Bulletin Order.
Question	The train has the "No Valid TSR DATA Light" illuminated, and the Missing Transponder Symbol is alternating with an incorrect permanent track speed. If this condition continues for less than three consecutive miles, will it be considered an ACSES fault?
Answer	“No Valid TSR DATA” Light is considered a Fault; train must proceed not exceeding 79 MPH. In addition, the train must operate according to the most restrictive permanent track speed due to the speed not conforming. In this scenario, if the nonconformity last for less than 3 miles, no failure is declared. The train may continue operating not exceeding 79 MPH until a valid TSR list is received.
Question	If the above scenario continues for more than three consecutive miles, is this considered an ACSES failure under SI-585 S1?
Answer	“No Valid TSR DATA” Light is considered a Fault; train must proceed not exceeding 79 MPH. In addition, the train must operate according to the most restrictive permanent track speed due to the speed not conforming. In this scenario, since the permanent track speeds do not conform after 3 miles, it must be declared an ACSES Failure.
Question	The engine has speed control (ATC) failure, but I have NOT cut out the cab signals. I will be entering 562 territory, with a Clear to The Next Interlocking Signal displayed. The ACSES is cut in and functioning. What speed is authorized to the next signal?
Answer	Depending on the type of equipment, it may or may not be possible to cut out ATC while Cab signals remain operative. Anytime ATC is cut out, the maximum speed for the train is 59 MPH Psgr. 49 MPH Frt. and 40 MPH PIH
Question	The engine has speed control failure (ATC), but I have NOT cut out the cab signals. I have stopped in 562 territory and declared speed control failure. ACSES is cut in and functioning. What speed is authorized WITHOUT being governed by Rule 563 or a Clear to The Next Interlocking Signal?

Answer	If ATC fails in the middle of a block in 562 territory and it is possible to cut out ATC without also cutting out cab signals, NORAC rule 562 D applies, which will restrict the train to not exceeding 40 MPH even though ACSES is still operative.
Question	The engine has speed control failure (ATC), but I have NOT cut out the cab signals. I have stopped in 562 territory and declared speed control (ATC) failure. ACSES is cut out. What speed is authorized WITHOUT being governed by Rule 563 or a Clear to The Next Interlocking Signal?
Answer	If ATC fails in the middle of a block in 562 territory and it is possible to cut out ATC without cutting out cab signals, NORAC rule 562 D applies, which will restrict the train to not exceed 40 MPH.
Question	What is an “Amtrak Designated PTC Repair Location”?
Answer	An Amtrak Designated PTC Repair Location is a specific station or facility with mechanical personnel qualified to make PTC system repairs when the PTC onboard system has become defective or failed on General Order identified Amtrak trains numbers or services. In addition, Amtrak Designated PTC Repair Locations are stations or facilities where Amtrak is required by regulation to replace a defective controlling locomotive on General Order identified Amtrak trains numbers or services if PTC repairs are unable to correct the defective or failed PTC onboard system.
Question	What is considered an “Initial Terminal” when referring to PTC initialization failures, defective or failed PTC onboard systems?
Answer	The definition of an initial terminal for PTC regulatory compliance differs from the definition of an initial terminal in AMT-3. An initial terminal is the starting point of a locomotive for a trip. A trip is a movement of a locomotive over all or any portion of PTC territory for that locomotive between terminals in one direction. A locomotive that encounters an initialization failure, defective or failed PTC onboard system at an initial terminal must not depart the initial terminal location.
Question	What if the train consist is a “push-pull train” and the PTC fails to initialize on the return trip?
Answer	An initial terminal is the trip starting point of a locomotive in one direction. You must not depart the location for the return trip with a PTC initialization failure from the locomotive, cab car, or NPCU.
Question	What if the train experiences an I-ETMS initialization failure at an initial terminal location that is in an overbuild or tunnel that prohibits PTC system communication?
Answer	The train is not permitted to depart the initial terminal until the I-ETMS system is initialized or the train dispatcher permits movement to a location within the initial terminal to improve PTC system communication

XI. PTC Rule Review for Locomotive PTC Failure Handling -FAQs

12/06/21

Q&A for Guidance	
Question	The train is in transit to a location when the controlling locomotive's PTC system fails and becomes defective. The arriving location has mechanical personnel and is an initial terminal location for some trains, but not all trains. The location is not an “Amtrak Designated Repair Location.” The locomotive will turn as the lead unit on a train that will not receive mechanical inspections. Can the train depart the location?
Answer	Yes, but only after the following is determined: Troubleshooting will not restore the locomotive PTC system to an operative condition. A determination is made by the CNOC Operations/Mechanical Desks that a protect or replacement locomotive is not available. The initial terminal location and train is not listed in the above table: Train Departure with Defective or Failed Onboard PTC System.
Question	The train is in transit to a location when the locomotive PTC system fails and becomes defective. While en route, the train will operate past an “Amtrak Designated PTC Repair Location.” Would the train be permitted to advance beyond the repair location?
Answer	Yes, but only after the following is determined: The Amtrak Designated Repair Location is not assigned to repair or replace locomotives of the service type in which the failure occurred. Troubleshooting will not restore the locomotive PTC system to an operative condition. A determination is made by the CNOC Operations/Mechanical Desks that a protect or replacement locomotive is not available.
Question	What are examples of a “failed or defective” locomotive PTC system?
Answer	The locomotive onboard PTC display, audible feature, or TMC/OBC components are physically damaged or defective preventing proper locomotive system operation. The locomotive onboard PTC system is in a failure condition or “Failed State” that requires the PTC system circuit breakers, pushbuttons, and/or pneumatic switches to be placed in the “Cut-Out” position to permit train movement. The locomotive onboard PTC system is unable to pass a system departure test.

	A valid MAP 100 (MARC ECR 100) on controlling locomotive indicates that the locomotive PTC system is Cut-Out, defective, or failed.
Question	What is an “Initialization Failure”?
Answer	Failure of the locomotive onboard PTC system departure test process. Any time the I-ETMS locomotive onboard subsystem initialization process does not complete (system does not transition to Disengaged state) Any time the I-ETMS locomotive onboard subsystem initialization process is not attempted by the Locomotive Engineer. The locomotive onboard PTC system has a pre-existing PTC-related defect which prevents initialization or will result in onboard subsystem departure test failure
Question	The train arrives at a passenger station that is in the same city as an “Amtrak Designated PTC Repair Location” (i.e., NYP, RGH, OKJ, EMY, LAX). Immediately upon arrival, the controlling locomotive experiences an onboard PTC failure. Would the train be permitted to advance from the passenger station location?
Answer	Yes, but only after the following is determined: The passenger station is not an Amtrak designated PTC Repair Location listed in the above table: Train Departure with Defective or Failed Onboard PTC System that is assigned to repair or replace locomotives of the service type in which the failure occurred. Troubleshooting will not restore the locomotive PTC system to an operative condition. A determination is made by the CNOC Operations/Mechanical Desks that a protect or replacement locomotive is not available.
Question	The train or locomotive physically enters an “Amtrak Designated PTC Repair Location” that is identified as a yard or maintenance facility (i.e., L.A. 8th Street Yard, N.Y. Sunnyside Yard, Oakland Maintenance Facility) but is not scheduled to receive mechanical inspection. The yard or maintenance facility has mechanical personnel who regularly perform maintenance and inspections on the controlling locomotive service type. Prior to arrival at the yard or maintenance facility location, the controlling locomotive experiences an onboard PTC failure. Would the train be permitted to depart the Amtrak Designated PTC Repair Location with a failed or defective controlling locomotive PTC system?
Answer	No, the controlling locomotive must be repaired or replaced at the Amtrak Designated PTC Repair Location. If a train physically enters an Amtrak Designated PTC Repair Location that is a yard or maintenance facility, the PTC system on a controlling locomotive must not be defective or failed when the train or locomotive departs the yard or maintenance facility location.